

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 143.—Vol. V.]

LONDON: SATURDAY, MAY 19, 1838.

[PRICE 6D.]

VALUABLE MINING SHARES.

MR. C. WARTON will SELL by AUCTION (free from duty) at the Auction Mart, in the City of London, on Friday, the 1st day of June next, at Twelve o'clock noon, by order of the major part of the commissioners acting under a fiat of bankruptcy against Sam. Lyle, late of Redruth, in the county of Cornwall, and also of the Tamar Smelting Works, in the parish of Beer Ferris, in the county of Devon, smelter, dealer and chapman, subject to such conditions as shall be then produced, and in lots of ten shares each, or otherwise, as shall be determined on the day of sale, Two Hundred and Fifty thousand parts or shares of and in all that valuable Tin and Copper Mine, called TINCROFT MINE, situate near Camborne, and adjoining the well-known and productive Carn Breas Mines, in the county of Cornwall. Comments on the nature and value of the above property is unnecessary, the Mine being well known at this time as productive and PAYING DIVIDENDS, improving in prospects, and one of the few scrip mining companies from which returns are being made without risk.

For further particulars apply to the auctioneer, 33, Treadneedle-street; Messrs. J. & Co., solicitors, 68, Aldermanbury, London; and Messrs. I. and H. T. Smith, Devonport, solicitors to the assignee.

Dated May 10.

VALUABLE MINING PROPERTY.

MR. KIRKMAN will SELL by AUCTION, in the large room, at the Mining Office, 12, Pancras-lane, on Thursday, 31st of May, at Twelve o'clock precisely (unless previously disposed of by private contract), a VARIETY of SHARES in some of the most important and PROMISING MINES in this country, including TRESA VEA, which has divided £350,000 among the fortunate proprietors—One 70th part or share in NORTH ROSKEAR, the sale will also include shares in Marazion, Relistean, East Pool, Hallen Beag, Trevelick, Harmony and Montague, Trevorgis, Treleigh Consols, Trevelwas, and many of the best working Mines of profit and promise in this country.

Printed particulars are in course of preparation, and may be had, five days previous to the sale, on application at the Auction Mart, London; Exchange News Rooms, Liverpool; Messrs. Holt and Hill, Manchester; Mr. George Eaglesfield, Leicester; Mr. J. Field, Sheffield; Mr. J. W. Riddale, Leeds; Mr. Charles Wilkinson, Hull; Mr. George Smith, Salisbury; Mr. W. Bragg, Taunton; Andrew's Hotel, Redruth; Pearce's Hotel, Truro; and of Mr. Kirkman, Mining and Mineral Sales Agent and Auctioneer, 12, Pancras-lane.

The Taff Vale Iron Works, Glamorganshire.

SHUTTLEWORTH and SONS are instructed to SELL, by AUCTION, at the Auction Mart, on Wednesday, May 23, at Twelve o'clock, THE TAFF VALE IRON WORKS.

A very valuable establishment, erected for the special manufacture of railway bars, most desirably situated at Newbridge, midway between Cardiff and Merthyr, in the Vale of the Taff, so celebrated for the splendour of its scenery, combining, with the advantages of residence in the midst of the finest and most picturesque district of South Wales, a commercial pursuit, requiring limited personal attention, and realising pecuniary advantages of large annual amount, more free from casualties and speculation than usually attend mercantile institutions. The erections are substantial and judiciously arranged, and include a rolling-mill, with steam-engine of fifty horse power, furnaces, ladles, saws, and machinery of every description appertaining to the present works, with a neat dwelling-house, workmen's cottages, &c. The present power produces 250, to 280 tons of railway bars per week, which may be doubled by the completion of arrangements already commenced, and with an extension to the produce of bar and rod iron, may be adapted at an unimportant expenditure. The Cardiff Railway and the Glamorgan Canal approximate within 150 yards. The neighbourhood is very improvable; there is a good market at Newbridge, and every desideratum calculated to promote commercial prosperity and domestic comfort.

May be viewed, by application to the agent, on the premises, of whom particulars may be had fourteen days previous to the sale; also at the Mart; and of Messrs. Shuttleworth and Sons, 28, Poultry.

VERY VALUABLE MINES AND MINERALS, IRON WORKS, COPPER WORKS, FACTORIES, ETC.

MESSRS. MURRAY, TATTERSALL, & MURRAY will SELL by AUCTION, in lots, at the Mackworth Arms, Swansea, on Wednesday, the 4th July next, one-third portion of the

DEMESNE and MANOR of NEATH ABBEY, in the county of Glamorgan, amounting to 2401 a. 1 r. 15 p.; together with one-third of all the very VALUABLE MINES AND MINERALS

under the surface, extending from the River Tawe and the Swansea Canal on the north, to the Neath and Swansea Canal and the sea-port town of Neath on the south, and a district abounding in approved Veins of excellent Bituminous Coal, Ironstone, and Fire clay, a considerable portion of which is wrought free lease. Also, ONE-THIRD SHARE in the CROWN, HEADLE, and MINES ROYAL COPPER WORKS, the NEATH ABBEY IRON WORKS, with the Steam-engine Factories, Iron and Blast Furnaces, Forges, &c. &c., all in the immediate vicinity of the sea-port and market towns of Neath and Swansea, in the county of Glamorgan.

Printed particulars, with plans, will be published on the 20th May; and for further information apply to Thomas Fox, Esq., Beaminster, Dorset; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street, London. Letters post-paid.

A Patent for Steam Boilers of very superior pretension, secured by English, Scotch, and Irish patents, an invaluable discovery, certain of realising an independent fortune.

MR. GEORGE ROBINS is directed by the sole proprietor to OFFER to PUBLIC COMPETITION, at his Rooms in Covent-garden, on Monday, June 4, at Twelve, this celebrated PATENT, which is the one so justly renowned as OGLE and SUMMERS' INVENTION, the patent double tubular boiler, and his experience has shown has approached nearer to perfection than any other boiler. A little inquiry is alone necessary to incline those who have been fortunately saved from the ruin attendant on the bubble schemes, with which the unwary have been inundated, to adopt this as a mainstay upon which they may repose in perfect security. The journeys from Liverpool to Southampton demonstrate that thirty miles per hour may be accomplished in perfect safety. The mail-coach establishment (so much and so deservedly commended) may, by means of this powerful yet small boiler, arrive at the same speed which the Liverpool Railway has accomplished; and as the system is one unaccompanied by danger, government and the steam navigation companies will, from necessity, adopt it; and if carriages fitted with this boiler be allowed a fair and candid trial, away go at once the visionary prospects of all the present and projected railways, unless this boiler is used. Amongst an infinity of exclusive advantages may be named one of its leading attributes, that of perfect safety. It will effectually remove the possibility of a recurrence to the daily and fearful loss of lives from the bursting of the inefficient and cumbersome boilers now in use. It is capable of being applied to every useful purpose to which steam is applicable, and if adapted to railways, carriages, and steam vessels, will necessarily compel all previous efforts to hide their diminished heads. Also, the two steam carriages, one of which is now fitted up with the above boiler, with some useful appendages; as also two of the patent boilers ready for use. Capitalists, engineers, and speculators will do well to give to this patent a thorough and searching investigation, with a view to demonstrate the utter utility of any previous efforts as compared with the present patent. Facts are stubborn things, and the uninformed in the mystery of the mechanical process are invited to seek ocular demonstration, as a certain fortune must be the result of industry and a little capital; in fact, no project that has been offered under the auspices of the richest and most respectable millionaires of the city, holds forth such inducements for the formation of a joint-stock company, on the most extended scale, for the manufacture and general application of this patent boiler, the patent for which is only to be parted with on account of the proprietor possessing no other for, or inclination to engage in, mechanical pursuits.

A specification of this invaluable patent may be seen, daily, at Mr. Robins's offices, Covent-garden, where particulars may be had; and where the evidence of scientific engineers, &c., before the committee of the Houses of Lords and Commons, regarding the power and safety of this boiler, and the danger of large chamber boilers, may be perused.

MR. THOMAS ALLSOP, STOCK and SHARE BROKER, respectfully announces that he has REMOVED from Old Broad street into the more central and convenient offices occupied by the Blackwall Railway Company, No. 34, Cornhill. * * * T. ALLSOP has at all times the means of effecting purchases and sales in the BLACKWALL, NORTHERN and EASTERN, BIRMINGHAM and MANCHESTER, EASTERN COUNTIES, and CROYDON RAILWAYS upon advantageous terms. Business transacted in the shares of all the Public Companies, and in the more respectable Mines. N.B. A large office to let.

34, Cornhill, London.

MINING PROPERTY FOR SALE OR PURCHASE.—WILLIAM TRENNERY, Jun., Mining Agent and Share Broker (late of Redruth, Cornwall), 50, Treadneedle-street, London, is in a situation to treat for the SALE or PURCHASE of the BEST MINING SHARES in Devon and Cornwall, together with those that are at a considerable discount.—All communications to be post paid.

CORNWALL.—VALUABLE MINE PROPERTY FOR SALE. TO BE SOLD BY TENDER, the lease or sett of EAST WHEEL GILBERT and MERRY-MEETING TIN and COPPER MINE, in the parish of Blandland, between Bodmin and Cameford, together with the valuable machinery, buildings, and effects thereon. Several Tin and Copper Lodes have been intersected in the pit level, and parcels of tin have been returned, and there is every prospect of the Mine proving a profitable adventure; the Mine is advantageously situated for working, at a small expense, having an unlimited supply of surface-water for all possible purposes of the Mine. The scrip-holders not paying the calls necessary for actually working the Mine, alone induces a majority of the proprietors and directors to adopt this course—several of the scrip-holders would join a company to work the Mine on the cost-book system.

Tenders will be received by Mr. JOHN LONGMAID, Liskeard, and Mr. WILLIAM LONGMAID, Tavistock, until the 31st instant; and on application to either of them further particulars may be known, and specimens of the ores seen—the captain on the Mine will show the same. The party whose Tender is accepted will receive office thereon on or before the 6th of June next.

Dated May 15.

TO LEAD SMELTERS.—TO BE SAMPLED, on Wednesday, the 23d instant, on Wheel Elizabeth Mine, TWENTY TONS of SILVER LEAD.—Wheel Elizabeth Mine, May 15.

TO LEAD SMELTERS AND OTHERS.—About TWENTY TONS of SILVER LEAD ORE will be SAMPLED at Ivy Bridge Consols Mine, on Tuesday, the 29th inst.—Parties desirous of purchasing may obtain information previously, on application to the purser, if by letter, post paid. Ivy Bridge Consols Mining Office, Union Baths, Plymouth, May 17, 1838. P. COLLUM, Purser.

TO CAPITALISTS.—SHARES IN A VALUABLE LEAD MINE TO BE SOLD.—The proprietors of a current-working and valuable Lead Mine, in the county of Northumberland, are desirous of increasing the number of Shares in the concern, for the purpose of enabling them to win the lower sills of the mine. The Mine has been extremely productive in the higher sills, which are at present yielding ore. The Mine is situated in the most extensive manner; and being situated at a short distance from the Newcastle and Carlisle Railway, the Lead can be conveyed to market at a cheap rate. Or, the Company will treat for the Sale of the entire concern.—References will be given on application to the Editor of the "Mining Journal."

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that all the SCRIP CERTIFICATES of this Company, which shall not be registered THIS DAY, the 19th instant, will be declared absolutely and positively FORFEITED. By order, THAMES HAVEN DOCK AND RAILWAY OFFICE, 28, Moorgate-street. HENRY AMSINCK, Sec.

THAMES HAVEN DOCK, at the Entrance of the River, between Gravesend and Southend, on the Northern Bank, Thirty-six Miles from London Bridge.—CONTRACT FOR WORKS.—To be Contracted for, in one sum, the CONSTRUCTION of this DOCK. Plans, Sections, and Specifications may be seen at the office of Mr. Giles, Engineer to the Company, Beaufort-buildings, Strand.

Sealed Tenders are to be sent to the office of the Company on or before the 4th June next; and the Directors do not bind themselves to accept the lowest tender. By order of the Company, HENRY AMSINCK, Sec.

Thames Haven Dock and Railway Office, 28, Moorgate-street, London, May 2.

COMMERCIAL RAILWAY COMPANY.—(LONDON AND BLACKWALL.)—Contract for Works.—The Directors of the Commercial Railway Company will meet at the Railway-office, 62, Moorgate-street, on Tuesday, the 19th of June, at Eleven o'clock, to receive TENDERS for CONTRACT for the following WORKS:—

To construct a portion of the viaduct, commencing at a point marked A on the plan, at the south-west corner of Chambers-street, in the parish of St. Mary Matfelon, Whitechapel, and extending at another point marked B, on the west side of George-street, in the parish of Stepney, being a distance of about one mile and 540 yards, with all the foundations, piers, arching, iron work, &c., complete, and to keep the same in repair for one year after completion.

Drafts of the contract, with plans and specifications of the works, will be ready for inspection at the engineer's office, 35, Great George-street, Westminster, on and after the 1st of June.

Printed forms of tender may be had at the Railway-office, 62, Moorgate-street, and no others will be attended to.

The tenders must be delivered (sealed) at the office on or before Eleven o'clock of the 19th June, and parties tendering must attend in person at the time of meeting. The parties whose tenders are accepted will be required to enter into a bond with two sureties, for the due performance of their contract, in a penalty not less than ten per cent. on the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender.

The directors will not bind themselves to accept the lowest offer. The contractor (if he require it) will be furnished by the company with a counter-part of his contract at his own expense. WILLIAM ROUTH, Chairman. London, May 12.

GREAT LEINSTER AND MUNSTER RAILWAY. FIRST EXTENSION FROM DUBLIN TO KILKENNY.

At the First General Meeting of the company, held on Friday, the 11th of May, at the London Tavern, Bishopsgate-street, the following resolutions were unanimously adopted:—

1. That the report and accounts submitted to the meeting be adopted and printed for the use of the proprietors.
 2. That the thanks of the proprietors be given to the directors for the able and judicious manner in which they met the difficulties presented to the passing of the act, and for the exertions for which they established before Parliament the mercantile and engineering capabilities and advantages of the line.
 3. That the comparatively small cost at which the act was obtained, and the preliminary inquiries effected, is deserving of especial remark, and that the thanks of the proprietors are particularly due to the directors for the carefulness and economy with which they have administered the funds of the company.
 4. That from the careful inquiries which have been instituted, the shareholders feel convinced of the advantages which may be anticipated from this undertaking, and request the directors to proceed with the works with all possible vigour.
 5. That the directors having for upwards of two years devoted their time and attention to the interests of the company without remuneration, be paid the sum of £1200 for their services to the 1st of January last.
 6. That the thanks of the meeting be given to Henry Bainbridge, Esq., for his proper and efficient conduct as chairman of this meeting.
- NOTE.—The report, with the accounts, are being printed, and will be ready for delivery to the proprietors, at the company's office, in the ensuing week. Office, 42, Cornhill, London, May 15.

GREAT NORTH OF ENGLAND RAILWAY. CONTRACTS 3, 4, 5, 6.—County of York.—TO BE LET, the formation and completion of the several works on this railway, comprised in the above-named contracts, beginning at the bridge across the river Wike, near Birkby, in the county of York, and terminating at the north side of the Castle Hill, near Northallerton, extending altogether five miles eight chains or thereabouts, with all the excavations, embankments, culverts, drains, roads, fences, and other works, connected with the same, agreeably to the plans, sections, specifications, and conditions, which will be ready for inspection, at the company's office, in Darlington, on and after Wednesday, the 6th day of May.

Sealed Tenders, addressed to the Secretary, and with the words "Tender for Works," written outside, will be received at the same place till Ten o'clock in the forenoon of Tuesday, the 5th day of June next.

The Directors will meet at the office at Twelve o'clock at noon, on Tuesday, June 12th, to let the contracts, when the parties tendering or persons duly authorised by them, must be in attendance.

The contractor will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty not less than ten per cent. on the gross amount of the contract. The names of the proposed sureties must be given in the tender.

The tender must be made upon printed forms, properly filled up, which may be obtained at any of the following places, on and after the 9th day of May, and no others will be noticed:—viz:

London	Henry Patteson, Esq., George-street, Mansion-house.
Liverpool	Isaac Miller, Esq., North Crescent-chambers.
York	Mr. George Baker, Railway Office.
Leeds	Messrs. Ridsdale, Share Brokers.
Northallerton	Mr. Lancelot Marshall.
Thirsk	Mr. William Baker, Market-place.
Newcastle-upon-Tyne	Mr. Jonathan Drwry.

Or at the Company's Office, in Darlington.

The Directors do not bind themselves to accept the lowest tender. By order, Great North of England Railway Office, Darlington, April 26. J. MILLER, Sec.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their offices, 9, Brown-street, in Manchester, on Monday, the 18th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned Contracts:—

Todmorden Contract.—To make and maintain the railway with all excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings; as also the Gauxholme Viaduct. Commencing at a point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Todmorden to Burnley, being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauxholme viaduct.

Mill Wood Contract.—To make and maintain the railway, with all its works in like manner, from the termination of the Todmorden contract to Castle Clough Mill, being a distance of about six miles and two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine-buildings, Hunt's Bank, Manchester, on and after the 1st day of June.

Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the railway office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 18th June, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties for the due performance of the contracts, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest tender. JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 30.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their Offices, No. 9, Brown-street, in Manchester, on Monday the 18th day of June, 1838, at twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned Contracts:—

GAUXHOLME VIADUCT CONTRACT.—To make and maintain the Railway upon arches, with all its works, commencing on the south-west side of the westerly crossing of the Rochdale Canal at Gauxholme, and terminating on the north-east side of the turnpike road from Todmorden to Haslingden, being a length of about 320 yards.

SOVERBY CONTRACT (including the Sowerby tunnel).—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, as well as furnishing the necessary stone blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings), commencing in the field numbered 172, Sowerby township, situated between Long Bottom Mill and Holling's Mill, and terminating opposite the Gas Works, in Sowerby Bridge, being a distance of about one mile and a quarter.

COPLEY CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing at a point opposite the gas works, in Sowerby Bridge, and terminating in North Dean Wood, being a distance of about two miles.

COOPER BRIDGE CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing in Bradley Wood, at a point about one and a half chain from the western boundary, in the township of Huddersfield, and terminating about seventeen chains to the east of the road to Batters Mills, in the township of Kirkheaton, being a distance of about two miles and twenty-two chains.

MIRFIELD CONTRACT.—To make and maintain the railway, with all its works, in like manner, from the termination of the Cooper Bridge contract, to a point about five chains to the east of the Calder Iron Works, in the township of Thornhill, being a distance of about two miles and seven chains.

THORNHILL CONTRACT.—To make and maintain the railway, with all its works, in like manner, from the termination of the Mirfield contract, to a point about twenty-six chains on the westerly side of Healey New Mill, in the township of Thornhill, being a distance of about two miles and forty-eight and a half chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine Buildings, Hunt's Bank, Manchester, on and after Monday, the 21st day of May, 1838. Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the Railway Office, No. 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday, the 11th June, 1838, under a sealed cover, addressed to the chairman, and endorsed "Tender for works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender. JAMES WOOD, Chairman. Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 19, 1838.

NORTHERN AND EASTERN RAILWAY.—At a Special Meeting of the proprietors held this day at the City of London Tavern, H. G. WARD, Esq., M.P., in the chair.

The following report from the directors was read:—

The Directors of the Northern and Eastern Railway Company have felt it to be their duty to summon a special general meeting of the proprietors, in order to submit to them a proposal involving points of the deepest interest to the company, with regard to which no decision can be taken until the wishes of the proprietors are ascertained.

This proposal is to connect the Northern and Eastern line with the Blackwall Commercial Railway, by a line extending from Blackwall to Tottenham Mills-road, where it would join the works of the Northern and Eastern Company precisely at the point where the contract with Mr. M'Nichol begins.

For this purpose a new company is to be formed, in one half of which the proprietors of the Northern and Eastern Railway will be offered an interest, while the other half will be taken by gentlemen connected with the London and Blackwall Company. The proposed capital of the new company will be £150,000, in 7500 shares of £20 each, upon which £2 is to be paid as deposit. The estimate for the works and land does not exceed £120,000, so that a sum as large as £30,000 is reserved for contingencies and extra expenses. Six directors are to be appointed, three on the part of each company, to act gratuitously during the progress of the works, with a paid secretary.

The terms of the proposed arrangement are as follow:—

1. That the actual property in the new line may be purchased by the Northern and Eastern within five years after its completion at £40 per share, or 10 per cent. by way of rent may be paid upon the £20 shares, should a longer delay be required; the management of the new line being vested entirely in the Northern and Eastern Company during the interval, and a maximum being fixed which the price hereafter to be paid for the line shall not exceed.

2. That a division of profits between the Junction Line, and the London and Blackwall Company, shall be made according to mileage, the gross receipts being divided into ten parts, 6 of which will be allotted to the Junction Line and 4 to the Blackwall.

3. That when the new line merges, as it must ultimately, in the Northern and Eastern Line, the receipts of the last year then undivided shall form the basis of the tollage to be paid permanently to the London and Blackwall Company.

The Junction Line, as will be seen by the report of the engineers, will traverse the valley of the Lea diagonally, approaching very near to Waltham, West Ham, and Stratford, between which places and the City the daily intercourse is very considerable. It presents no serious engineering difficulties, interferes with no ornamental property, and partakes throughout of the advantages of that perfect level by which the Northern and Eastern Line is so peculiarly distinguished.

With regard to distance, assuming the Royal Exchange to be the proper centre of the largest portion of the traffic which is likely to exist between London and Cambridge, the difference between the line by Islington, as originally contemplated, and the line by Blackwall though apparently great (the Islington terminus being four and a half miles from Tottenham Mills, and the Blackwall and London terminus nine and three quarter miles), in point of time will be very inconsiderable. The Exchange is 3300 yards, or nearly two miles from the Islington terminus of the Northern and Eastern Line, and only 557 yards from the proposed terminus of the London and Blackwall Line, so that the longer street travelling in the one case must be set against the less direct approach by Blackwall, and the result will be nearly similar. Against this slight and solitary drawback (if it be one) the directors have to set advantages so solid and so numerous that they cannot hesitate as to the course which they should recommend the proprietors to adopt with regard to the present proposition.

In the first place, the Northern and Eastern Company will secure a direct communication, for goods and passengers, with the river, and with that precise portion of the river which, in the natural course of things, must become very shortly the steam-boat port of London, so that passengers from the interior will have the advantage of embarking at once at Blackwall for Margate, Gravesend, Scotland, or the Continent, without passing all through the metropolis.

Secondly, they will have a better terminus in London than any that has yet been contemplated, the proposed working of the London and Blackwall Railway by stationary engines has removed the objections entertained by the City authorities to the terminus in Fenchurch-street.

Thirdly, they will avoid all the most expensive portion of their own line, the estimate for the four and a half miles south of Tottenham Mills-road, being £400,000 (including the depot), in lieu of which they will not have to purchase the Junction Line until five years have expired, when their works, north of Tottenham, will be completed and in full activity; and they may either do this at a maximum price, to be fixed beforehand, or they may continue to pay 10 per cent. upon the capital, should it be thought inexpedient at the time to complete the purchase.

The directors need not point out to the proprietors that they will thus be enabled at once to apply the whole powers of the company to that portion of the line from which the speediest and most certain returns may be anticipated, and that, in proportion as they are relieved from the pressure of an immediate outlay of near half a million, in order to effect a communication between the point at which their works have commenced and Islington, will be the rapidly with which those works will advance in the direction of Ware, Hertford, Sawbridgeworth, Bishop's Cleeve, and Cambridge. In the early part of 1839 the eleven miles between Tottenham Mills and Broxbourne will be opened, and the command of the two great lines of Cambridge-road may be secured in May, 1840, by completing another eleven miles between Broxbourne and Harlow.

They cannot, therefore, but regard the proposed union as a source of great advantage to the Northern and Eastern Company; and the vast tributary stream, which it will direct upon the London and Blackwall, will be amply accommodated by the powers which Messrs. Stephenson and Bidder, in the construction and mode of working that line, have provided.

The directors have, of course, ascertained that no delay or inconvenience will be caused by the change of carriages, the gage of the two lines being the same, and the London and Blackwall Company engaging simply to furnish the road and power. The principal depot of the Northern and Eastern would be at Blackwall, where it is understood that unoccupied land may be obtained in many convenient situations.

Under these circumstances the directors most earnestly call upon the proprietors to intrust them with the necessary powers for completing an arrangement, the importance of which they think it impossible to estimate too highly. The more they have reflected upon the arrangement the more deeply have they been impressed with the conviction of its advantages, and they have little doubt, should the proprietors participate in this feeling, of seeing one of the most important, yet rational, enterprises of modern times brought to a conclusion, by bringing the great agricultural counties to the north and east of the metropolis into immediate communication with the City and port of London.

It was then moved by John Shewell, Esq., seconded by J. A. Shuter, Esq., and resolved unanimously, solved with two dissentients.

That the report now read be received and adopted by this meeting.

It was moved by John Williams, Esq., seconded by Henry Lewis Smale Esq., and resolved unanimously.

That the directors be authorised to take such steps as may seem to them expedient for carrying into effect, upon such terms as they may think just, the proposed Junction Line from Tottenham Mills-road to Blackwall; and that they be empowered for that purpose to abandon or suspend the portion of the line between Tottenham Mills-road and Islington.

The thanks of the meeting were then voted to the chairman, and the meeting was dissolved. H. G. WARD, Chairman. CHARLES ROWCROFT, Sec.

61, Moorgate-street, near the Bank, May 15.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

FRIDAY.

Birmingham and Derby Railway—Petition for bill; referred to select committee on petitions for private bills.

London and Croydon Railway Bill (No. 1)—Lords amendments agreed to. **Grand Junction Railway Bill**—Two petitions against; referred to committee on the bill.

Joint-Stock Banks—Petition from Dundalk, for enabling Joint-Stock Banks to establish branches at Dundalk; referred to select committee on joint-stock banks.

Midland Counties (Mountsorrel) Railway—Bill reported; report ordered to lie on the table, and to be printed.

British Pledge Society Bill—Two petitions against; ordered to lie on the table.

MONDAY.

Bolton and Preston Railway—Bill reported; report ordered to lie on the table, and to be printed.

Grand Junction Railway Bill—Petition of the Manchester and Birmingham Railway Company against; referred to the committee on the bill; counsel ordered.

British Pledge Society Bill—Petition against; ordered to lie on table.

Oxford and Great Western Union Railway Bill—Evidence taken before the committee on the Bill of last session, referred to the committee on the present bill.

TUESDAY.

Eastern Counties Railway Bill—Three petitions against, from Lord Petre, William Davis, and Robert Robertson; ordered to lie on the table.—Bill ordered to be read second time on this day fortnight.

Birmingham, Bristol, and Thames Junction Railway—Bill read second time, and committed.

British Pledge Society Bill—Order for second reading read, and discharged; bill withdrawn.

Oxford and Great Western Union Railway Bill—Petition in favour; ordered to lie on the table.

Message from the Lords—That they have agreed to St. Helen's and Run-corn Gap Railway Bill, without amendment; and the Manchester, Bolton, and Bury Canal, &c. Bill, with amendments.

Dean Forest Roads Bill—Report further considered; amendments agreed to; amendment made; bill to be ingrossed.

WEDNESDAY.

Dean Forest Roads Bill—Queen's consent signified; bill read third time, and passed.

Birmingham, Bristol, and Thames Junction Railway Bill—Committee nominated of Sir De Lacy Evans and the Middlesex list.

Galvanization of Metals Company—Petition for leave to present a petition for a bill; referred to select committee on petitions for private bills.

Manchester, Bury, and Bolton Canal, &c.—Lords amendments agreed to.

Grand Junction Railway Bill—Petition against; referred to committee on the bill.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Lord Melbourne postponed for a week the second reading of the Poor Relief Bill for Ireland, on account of the indisposition of the Duke of Wellington.—Some conversation followed on the presentation of petitions against the New Poor Law, and the House adjourned.

TUESDAY.

A bill for the Protection of Labourers migrating from the East Indies to the West Indies was presented by Lord Glenelg, and read a first time.—The Church Vestries Bill was read a third time.—The Bishop of London obtained leave to bring in a bill to amend the Clergy Residences Act.—The Regency Act Amendment Bill was read a second time.

WEDNESDAY.

The House did not meet to-day.

FRIDAY.

The **LORD CHANCELLOR** said that the Imprisonment for Debt Bill had, in committee, received important alterations and improvements.—The bills on the table having been forwarded a stage, their lordships adjourned.

HOUSE OF COMMONS.

MONDAY.

After the presentation of petitions, Lord J. Russell moved, that the House resolve into committee on his resolutions regarding tithes (Ireland); and, in so doing, he dwelt at great length on the amendment to be proposed, to rescind the "appropriation" resolutions of 1835. To carry such a proposition—to rescind what was in 1835 resolved regarding Ireland—would be, he contended, declaring to Ireland that the policy latterly enforced was to be reversed, and harsh measures introduced in their stead. Sir T. D. Acland moved the amendment, that the resolutions of 1835 be rescinded. An extended, but not very animated debate ensued, in which many members took part. The debate was adjourned.

TUESDAY.

The second reading of the Eastern Counties Railway Bill was postponed until this day fortnight.—The adjourned debate on the Irish Church was resumed, when Sir T. D. Acland's amendment was negatived by a majority of 19. The numbers were 317 to 293.

WEDNESDAY.

Mr. R. STEUART moved that the house, at its rising, adjourn till Friday next—which proposition was agreed to.—A number of petitions were afterwards presented and the orders of the day were read, and several bills forwarded a stage.

FRIDAY.

Lord J. Russell said he intended to proceed with the Municipal Corporations (Ireland) Bill next week.—The CHANCELLOR of the EXCHEQUER brought forward his "financial statement," the discussion of which occupied the remainder of the evening.—The second reading of the Eastern Counties Railway Bill was deferred till Wednesday, 30th inst.

MIDLAND COUNTIES (MOUNTSORREL) RAILWAY.

Mr. William Evans reported in the House of Commons, on Friday evening, the 11th inst., from the committee on the Midland Counties Railway and Mountsorrel Branch Railway Bill, that the committee had agreed to the following report:—

That the objects of the present bill are to amend certain provisions contained in the act for establishing the Midland Counties Railway, and to authorise the construction of a short branch from the main line to the town of Mountsorrel, in the county of Leicester, principally for the purpose of facilitating the conveyance of granite from the Mountsorrel quarries to the main line near Barrow, and carrying back lime from the works at the latter place.

That it appeared to the committee that several of the matters required by the standing orders to be proved before committees on railway bills, and to be reported upon specially, were inapplicable to the present bill.

1. That the company are not authorised by the present bill to raise by loan or mortgage any further sum than that authorised by their act of incorporation, viz., one third of their capital; and that they have not the power to raise any money by loan or mortgage, until 50 per cent. on the whole of their capital shall have been paid up.

2. That this order is inapplicable, as it is not intended that carriages will be propelled by steam on the proposed branch, but that the same will be constructed for working by horses only.

3. That this is inapplicable, as the capital of the company was regulated by their former act, and is not altered by the present bill.

4. That this is inapplicable, inasmuch as there are at present no means of communication between the town of Mountsorrel and the main line of railway.

5. The number of passengers, and the weight and description of goods, expected upon the proposed branch railway, are contained in Appendix (A).

6. The amount of income expected to arise from the conveyance of passengers and goods, and in what proportion, is set forth in Appendix (B).

The description of goods from which the largest revenue is anticipated is granite and lime.

7. The proposed branch railway is a complete and integral line between the termini specified.

8. There is no competing line of railway existing, or in progress, or in contemplation, so far as regards the proposed branch.

9. There are no inclined planes on this branch.

10. There are no peculiar engineering difficulties.

11. There is no tunnel.

12. The gradients and curves are generally favourable for horse-power.

The steepest gradient is 1 in 140; and the smallest radius of a curve is half a mile.

13. The length of the branch is one mile and three chains.

14. The proposed branch has every fitness in an engineering point of view.

15. It is intended to pass on a level the highway leading from the village of Sibley to the village of Barrow; but it appeared to the committee, that the branch railway will be worked by horses, and not by carriages propelled by steam; and there are several restrictive clauses for preventing injury to the road and danger to the public.

16. The amount of the estimates of the cost or other expenses to be incurred up to the time of the completion of the branch is 4500*l.*; which appear to be sufficiently supported by evidence, and fully adequate for the purpose.

17. It is estimated that the annual expenses of the branch, when completed, will amount to 110*l.*; and the calculations on which the charge is estimated have been sufficiently proved.

18. The calculations given in evidence before the committee have satisfactorily established that the revenue is likely to be sufficient to support the annual expenses of the branch and still allow profit, independently of the advantage to the company by the increase of traffic on the main line.

19. The number of assents, dissents, and neuters upon the proposed branch, and the length and amount of property belonging to each class, are inserted in Appendix (C).

20. The name of the engineer examined in support of the bill is Samuel Smith Harris. No engineer was examined in opposition to it.

21. That no petition was referred to the committee, in opposition to the preamble of the bill or to any of its clauses.

22. That there is no other circumstance which, in the opinion of the committee, it is desirable that the House should be informed of.

By Appendices A. and B. it appears that the number of passengers, and the weight of goods, expected upon the proposed branch railway is as follows:—

Number of passengers... 41,600 annually, producing.....	£433 6 0
Weight of goods..... 37,000 tons, producing.....	193 9 0
	£626 15 0

Besides small parcels and other light goods.

Mr. Evans further reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

BOLTON AND PRESTON RAILWAY BILL.

Lord Stanley reported in the House of Commons, on Monday evening, the 14th inst., from the committee on this bill, and to whom several petitions against the bill were referred, that they had considered one of the said petitions, and had heard counsel in favour of the bill, and that they had agreed to the following report:—

That the object of the bill being merely to divert a portion of the railway as authorised by an act of the last session, and also to make a small branch, it did not appear to the committee that the 1st, 3d, 4th, 5th, 6th, 7th, 8th, and 15th standing orders, to be reported upon by committees on railway bills, were applicable to the present case.

2 and 15. That the proposed deviation and branch do not cross any turnpike road or highway on a level.

9. That it is not intended to employ any assistant engine upon either the deviation or branch.

10. That they do not present any peculiar engineering difficulties.

11. That there is one tunnel on the proposed line of deviation of 300 yards long, 25 feet high, and 30 feet broad; the strata, though not favourable, do not, in the opinion of the engineer, present any practical impediment to the formation of the tunnel; nor is it necessary, with reference to its length, to resort to any extraordinary means of ventilation.

12. That the gradients and curves on the deviation and branch are as favourable as the country will admit, the steepest gradient being 1 in 132, and the smallest radius of a curve half a mile, which occurs at the point of junction with the North Union Railway.

13. The length of the proposed deviation is four miles nine chains, and of the branch half a mile.

14. That both the deviation and branch are fitted, in an engineering point of view, for the purposes for which they are intended.

16. That the estimated cost of constructing the proposed deviation and branch is 104,300*l.*; which estimate was satisfactorily supported by evidence.

17. That the annual expense of maintaining the railway, according to the proposed deviation, will be less than the amount which would have been requisite to maintain the line as originally laid down.

19. That the assents, dissents, and neuters of owners, lessees, and occupiers, and the extent of property represented by them respectively, are shown.

20. That the only engineer examined in support of the bill was Mr. John Urpeth Rastrick; and no engineer was examined against it.

21. That the following petitions against the bill were referred to the committee, viz.:—Lancaster and Preston Railway Company; G. G. Wainwright, Esq.; Thomas Gaskell, Esq.; Lady Houghton; Robert Townley Parker, Esq.; Lancaster and Preston Railway Company—in support of which petitions no one appeared; and the Lancaster Canal Navigation Company—in behalf of which Messrs. Jones and Walmisley appeared as agents. That various amendments were made in the bill at the instance of the said petitioners, and satisfactory arrangements were made with all of them.

22. That the only circumstance which the committee think it necessary to advert to is, that the bill has been brought into the House in fulfilment of a recommendation of the committee of last year, and under an arrangement with the North Union Railway Company as to tolls, whereby the needless formation of six miles of railway, and a heavy expenditure arising from the formation of a second embankment across the valley of the Ribbles, will be avoided.

Lord Stanley further reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

OPENING OF THE LONDON AND SOUTHAMPTON
RAILWAY.

The works upon this undertaking have now been so far completed as to permit its being opened to Woking-common, a distance of twenty-three miles from London. The first experimental trip upon this extended line was made on Saturday last, when the directors, accompanied by their chief engineer, Mr. Locke, by several noblemen and members of parliament, paid a flying visit to the admiring rustics who had congregated in thousands at Woking. The party invited to accompany the directors assembled at the terminus at Nine Elms, near Vauxhall-bridge, soon after one o'clock. The preparations for the journey having been completed, the party, amongst whom were the Earl of Carnarvon, Lord Adolphus Fitzclarence, Mr. Shaw Lefevre, M.P., Mr. Robert Gordon, M.P., Mr. Dwyer, M.P., Mr. Thomas Duncombe, M.P., Sir Harry Verney, Bart., M.P., Sir Matthew Wood, Bart. M.P., Mr. Ward, M.P., Mr. Midday, M.P., Mr. Hume, M.P., Mr. Martin (of Tewkesbury), M.P., Mr. Easthope, M.P., Mr. Morrison, Mr. Moss, the chairman of the Birmingham and Liverpool Grand Junction Railway, and other gentlemen, took their seats in the carriages, and two minutes afterwards Vauxhall, with all its smoke, was upwards of a mile behind them. Rolling onward at an equal but rapid rate Wandsworth and Wimbledon were soon passed; Merton was seen on the left; and in a few minutes Kingston, with all its lovely scenery, showed itself in the distance. Advancing at the same well-sustained pace, Kingston quickly fell into the rear, and the train entered the delightful valley which lies between Long Ditton and Esher. Thence, continuing its course, Weybridge and Addlestone appeared on the right; Byfleet, and the long and beautiful range of hills which bound the neighbourhood of Leatherhead and Dorking on the left; and a few minutes afterwards the station at Woking-common was gained. The whole distance (twenty-three miles) was accomplished in forty-five minutes, and yet to the passenger there was no appearance of extraordinary speed. After the directors and their guests had partaken of the handsome and liberal repast which had been provided for the occasion, and after some time had been passed in observation of the surrounding scenery, the steam was again put on, the party returned to their seats, and in forty-three minutes (two minutes less than the time occupied in going down) they were once more safely deposited at the terminus at Nine Elms. The whole distance out and home (forty-six miles) was accomplished without the semblance of an accident, in the short time of one hour and twenty-eight minutes.

Between London and Woking-common there are five stations or places where passengers and goods are taken up or deposited. The first of these is at Wimbledon, six miles from town, whence passengers will be forwarded to London in fifteen minutes. The next is at Kingston, ten miles from town, whence passengers will be conveyed in twenty-five minutes. Then at Ditton marsh, twelve miles from town. Three miles farther is the station at Hersham-green, which will embrace Hersham and Walton, and send passengers to town in thirty-seven minutes. Next there is the station at Weybridge-common, seventeen and a half miles from town, whence the traveller will find himself in London in forty-four minutes. Finally, there is the station at Woking-common, whence, at the ordinary pace (calculated at twenty-four miles an hour), the passenger will be transmitted to town in fifty-seven minutes.

At dinner the directors were joined by the Duke of Sussex, who had expressed a wish to take part in the excursion of the morning, and was only prevented from doing so by the delicate state of his health, and the dread of an east wind. In other respects the party was much the same as it had been upon the railway. Mr. Easthope, the chairman of the company, presided.

After the healths of the Queen and the Queen Dowager had been drunk with warm demonstrations of loyalty,

The CHAIRMAN rose to propose the health of his Royal Highness the Duke of Sussex, which was drunk with much enthusiasm.

The Duke of SUSSEX, in returning thanks, begged to express his warm acknowledgments for the kind manner in which the company had received the toast, and likewise to his hon. friend the chairman for the handsome manner in which he had introduced it to their notice. His honourable friend certainly did him justice in stating his anxiety at all times to promote, and, with others, to assist in the advancement of every measure which he thought conducive to the improvement and advantage of the country. That would naturally be the object of every individual, but more particularly of one placed in the situation in which he stood, because he must feel that as the improvements of the nation increased in value and importance, so must those who, by Providence, were placed in an exalted station in an equal ratio stand

higher in the estimation of the world in general. He believed it was one of the principles of every well-regulated society that no part of it could advance without the other parts advancing in an equal degree. That was the principle upon which the constitution of England was founded, and he was sure that everybody present would feel with him that it was to that principle that they owed all the security and prosperity they possessed. He looked upon railways as one of the most important improvements of modern days, and although he was not so sanguine as to expect that all which were in contemplation would succeed, he confessed that that which ran from London to Southampton was one from which he anticipated immense success and immense benefit. In case of war, the immediate communication which the railway would afford between London and Southampton would point out the latter as the most convenient place for the establishment of a depot; and at all times, whether in peace or war, he should not be surprised to find that much of the valuable produce of the East Indies would find its way into Southampton river, and thence by this new and rapid mode of transit to the metropolis. He concluded by proposing "Prosperity to the London and Southampton Railway," which was drunk with much applause.

The CHAIRMAN felt satisfied that those about him who were interested in the London and Southampton Railway felt deeply indebted to his Royal Highness for his good wishes, and to the company generally for the cordiality with which they had received the expression of them. He concluded by proposing "The Health of the Earl of Carnarvon."

His LORDSHIP, in returning thanks, observed that in the excursion of that morning, he had been for the first time in his life upon a railway; and it was no slight pleasure to him to feel that it was upon the London and Southampton Railway, which was endeared to him by so many recollections. It was the more gratifying to him when his memory recurred to a period three years back, and when he called to mind the dark forebodings, the sinister prophecies which were then made, that St. George's-hill, which they had that day so triumphantly passed, might be wrought upon by all the strength of the "company" for ten years, and that the work would still remain unfinished. It was, therefore, with no slight nor inconsiderable feeling of triumph that he had that day found himself rapidly passing that great and formidable obstacle with so smooth and equal a motion. He anticipated the greatest public advantage from the prosecution of great undertakings of this description. Take the experience of that morning: could any thing more delightful than the rapidity and ease with which one found oneself conveyed a considerable distance into the country, and then with the same dispatch returned to town? It had been said that the increase of public business and the consequent extension of the sessions of Parliament, had robbed a great portion of the residents in London of their summers. These railways would be the means of restoring them again. There was none that would traverse a more delightful country—none from which he expected greater national advantage—none which he more ardently desired to see carried to a successful termination, than the London and Southampton Railway, in whose interests, from the commencement of the undertaking, he had never ceased to entertain a deep and strong concern.

Several other toasts were proposed, and the company did not separate till after midnight.

PROCEEDINGS OF PUBLIC COMPANIES.

The following report we were compelled to omit last week for want of space:—

GREAT LEINSTER AND MUNSTER RAILWAY.

FIRST EXTENSION FROM DUBLIN TO KILKENNY.

The first general meeting of the shareholders of this company was held at the London Tavern, Bishopsgate-street, on Friday, the 11th inst. HENRY BAINBRIDGE, Esq., in the chair.

The advertisement calling the meeting having been read, the CHAIRMAN said, that if the proprietors would allow the report to be presented, he was sure it would be as gratifying to the proprietors to hear, as it was pleasing for the directors to be able to place before them.

Mr. P. J. HART, the secretary to the company, then read the report, of which we make the following abstract:—

The directors had much satisfaction in laying before the shareholders the proceedings of the company. A delay had taken place in calling the meeting, which would be found to have been judiciously incurred, from its affording to the engineers an opportunity of taking advantage of that practical information which later experience had furnished, and which enabled them to effect a considerable saving to the company. The railway from Kilkenny to Dublin, the first extension of the great Leinster and Munster Railway, was, as a trunk line, capable of extension to the south and west of Ireland, and afforded the strongest assurance of a profitable investment. The report then referred to the history of the projection of this company, and its final success in obtaining an act of incorporation from the legislature. It remarked that in 1836 the question of a packet station on the western coast of Ireland had been considered in the Lords; and as Limerick was considered likely to be selected, it was found by the surveyors of the company that a line to Limerick branching from their line could with great ease be obtained. It was also found by their engineer (Mr. Aher), that the line could communicate with Cork, and the south-western ports of Ireland, by an extension of the line, on which the steepest inclination would be 1 in 500, and no tunnel required upon it. It was also proved that branch lines could easily be effected from Carlow to Wexford. It was observed that a commission had been issued by the Crown in 1836, for the purpose of reporting upon a general system of railways in Ireland, and when the present Bill had obtained considerable progress in Parliament, an application had been made to postpone the Act for which the company was seeking, until the railway commissioners had made their report; but the injustice of this step was so apparent, and the prospects of advantage which this railway presented to Ireland were so great, that the Government refused to oppose its progress, and, on the contrary, recommended that the Act should pass. It was merely provided, that the company should not, for twelve months (ten of which have already expired), extend their line beyond Sallins, and up to that distance it should be of a certain width. Although the expenses of the company were increased by additional surveys, yet the directors confidently appealed to the proprietors that the disbursements of the funds, and the expenses of the engineers and land agents, were more moderate than had occurred in any similar case of equal magnitude. In January last a call of 2*l.* 10*s.* per share was made, as the directors were convinced that the time had arrived when the prosecution of the work should be commenced and continued, feeling confident that they did so under circumstances and prospects of increased advantage. It was remarked that by the eighty-eighth clause the directors were empowered to pay interest at the rate of 3½ per cent., as soon as 20*l.* per share had been paid up and advanced. The report of the engineers (Messrs. McNeill and Aher) was referred to, for the purpose of showing the advantages in this case, which had arisen from delay. The engineers, after stating various points of improvement, and showing how expenses first calculated upon could be lessened, remarked that this railway "will not only be the cheapest but the most favourable line for locomotive engines of any railway hitherto constructed or in progress in these countries; and also, that the work may be executed much within the time prescribed by the Act, and much below the Parliamentary estimate." The directors having quoted the report, observed that the line from Dublin to Kilkenny was seventy-three miles, passing through a limestone soil fitted for works of this kind, without a tunnel, and in which the greatest declivity was 1 in 500. The capital of this company was 800,000*l.*, with power to raise a loan of 265,000*l.*, making a total of 1,065,000*l.* The cost of the railway had been originally estimated at 783,400*l.*; but from modifications made, the engineers confidently assured the directors that a saving of at least 100,000*l.* could be effected in the cost of making the railway, and from which it was evident that the whole amount of the subscription would not be required. The call made in January was for the purpose of effecting the purchase of land, and beginning the first eighteen miles. From the landed proprietors the most friendly assurances had been received; and those assurances were so general, that little difficulty was expected in the purchase of the land required upon the formation of the line—even for a short distance, as income would immediately arise to the shareholders. A detailed calculation was then entered into, based upon an average of the present modes of conveyance between Dublin and the various towns the line passed through (from that city to Kilkenny), and which showed that the income that must be derived from the carriage of passengers, merchandise, cattle, parcels, &c., would be at least 197,376*l.*, and allowing 45 per cent. for the maintenance of the railway annually, 88,551*l.* would leave a profit of 108,825*l.*, being more than 13½ per cent. upon the capital of 800,000*l.* They showed that this calculation was founded on very moderate data, and that several items which might fairly be included in it were omitted; while obvious and certain sources of profit were not even referred to in it, such as the fact of the railway passing through the Curragh, the finest race-course in the kingdom, at which four meetings annually were held, and the railway enabling persons from either end of the line to reach the race-course in little more than an hour's journey; also, that the railway adjoined the Leinster coal district, where coal peculiarly applicable to the use of locomotive engines was raised; and also, that from the calculation was excluded the travelling for short stages, which experience had proved to be a considerable source of income to railways.

The report terminates in the following manner:—
"In conclusion, the increased traffic and intercourse consequent upon the introduction of this novel and admirable system of communication—the general improvement of the districts to be traversed by the railway—the impulse it will afford to agriculture and manufactures, all tend to satisfy the directors of the certainty of the remuneration to result from this important undertaking. The directors now confidently appeal to the proprietors for approval, upon the following statements of the receipts and disbursements of the company since its commencement:—

Receipts and Expenditure to 1st of May, 1838 (exclusive of sums received on account of call due 1st of March, 1838).—

Deposits of £2 10s. on 5736 shares issued in London	£14,340 0 0
Deposits of £1 on 61 shares issued in Dublin	4,747 10 0
Dividends and interest received	91 9 0—19,148 10 0
	£19,858 17 6

Law and Parliamentary Expenditure during the Sessions of 1836 and 1837:

Solicitors (England and Ireland) obtaining the Act	£ 4,494 6 8
Disbursements (from Aug. 1834, to passing of Act in July, 1837) including witnesses, collecting traffic evidence, travelling, counsel, &c.	2,360 19 2
Parliamentary fees and agency	1,176 2 9
Parliamentary printing	320 18 3—8,552 6 10

Engineering and Surveying.

Engin. and Surv. (including surveys to Limerick, Cahir, & Wexford)	4,274 18 9
Advertising	491 13 4
Office expenditure (furniture, rent, secretary and clerks for 24 years, printing, stationery, &c. &c.) in London	1,340 16 34
Ditto ditto ditto in Dublin	1,163 17 5—2,504 18 84
Incidental expenses (travelling, commission, and interest)	556 16 94
Total expenditure	16,389 4 5
Balance	3,478 13 1
	£19,858 17 6

STOCK ACCOUNT.

April—Purchase of £4,000 consols	£ 3,675 15 3
May — " 10,000 exchequer bills	10,222 10 0—13,898 5 3
Sold £2,250 consols	2,065 12 10
8,000 exchequer bills	8,308 18 9
	10,374 6 7
Balance	3,523 18 8—13,898 5 3

The CHAIRMAN said, if any gentleman had questions to ask, either as to the management of the concern, or that which respected the engineers department, they were there most ready and anxious to answer them.

Mr. G. LEWIS SMYTH moved that the reports and accounts submitted to the meeting be adopted and printed for the use of the proprietors. In proposing this resolution he begged to observe, that he could not refrain from expressing the very favourable opinion he entertained of the report which had just been read to the shareholders. With regard to the economy in the disposal and management of the funds, and the temper and discretion exhibited by the board of directors, from the commencement of the undertaking to its present state, they afforded a very rare instance, both of faith and ability, in an age when faith and ability were by no means uncommon in matters of this kind. The conduct of the board had been most advantageous to the proprietors, and it must terminate in the complete success of the proceeding, provided it were favoured with the same attention which had hitherto been bestowed upon it. Mr. Wilson seconded the motion, which passed unanimously.

Colonel ROCHFORD proposed a vote of thanks to the directors for the able and judicious manner with which they had conducted the undertaking, and for establishing before Parliament, by the most satisfactory evidence, the mercantile and engineering capabilities of the line. He was very happy, as an individual, to bear his testimony to the zeal and discretion which the directors had shown upon this occasion. The details which had been gone into did not require any addition, and yet, he could not help remarking upon the first portion of this line—that to Salinas—being executed, great profits must accrue to the company, because that point would be found to meet the passage-boats plying on the Grand Canal for the carriage of passengers to Limerick, Ballinasloe, Mount Mellick, and Athy. To enable the passengers to get that distance by the canal occupied nearly five hours (on account of the great number of locks), while by the railroad the passengers would be carried there in three-quarters of an hour. Facilitating the passengers so much on their journey would be a source of great profit to the railway, and of vast advantage to the canal company. Then, looking to Kilkenny, they must perceive, that through that city passed all those going from Dublin to Waterford, Clonmel, Dungarvon, and the whole of the south of Ireland. He wished to observe, that notwithstanding all that had been said of the Irish and of their idleness, he had lived for forty years amongst them, and he thought there was not a more industrious people upon the face of the earth. Let it be shown to them how they were to get anything to do—to expect a man with a family to work, and obtain no profit from his labour, was an absurdity. By opening lines of railway, and thus giving an impulse to trade, and a profit to labour, they were, in his opinion, conferring upon Ireland the very best poor law it could have.

Mr. THOMAS WILSON proposed a vote of thanks to the directors, for the carefulness and economy with which they had administered the affairs of the company. Mr. POWELL seconded the motion.

The resolutions passed will be found in our advertising columns. The two engineers (Messrs. Aber and MacNeill) were then asked several questions, and from their answers it appeared that the line will be executed for 100,000l. less than they had estimated before the Parliamentary Committees; and if they went to work upon it this year the whole could be completed within the next three years. The first part of the line, to Salinas (the most expensive part) could be completed in eighteen months—and there were thirty-six miles of the line perfectly level.

Mr. MAHER, M.P., said he had called upon Mr. Drummond, the Under-Secretary for Ireland, to know when the Royal Commissioners' Report on this subject would be presented to Parliament, as he was exceedingly anxious to have it, being quite certain that he could have used it as a strong evidence to lay before the proprietors, to show the value of their line. The commissioners' report, he was informed, was not yet ready. He was quite sure, if they required it, they could easily procure a loan from the Board of Public Works, there being no instance of a loan being refused in such a case as this; and Government, having always evinced the greatest anxiety to aid and promote public works in that country. Thanks having been voted to the chairman, the meeting adjourned.

NORTHERN AND EASTERN RAILWAY COMPANY.

A special general meeting of the shareholders of this company was held at the City of London Tavern, on Tuesday, the 15th inst., to consider a report to be submitted by the directors, on the expediency of abandoning that portion of the line between Islington and Tottenham, in consequence of a proposed junction line from Blackwall to Tottenham Mills-road, giving the company the double advantage of a terminus—at the East India Docks, with a direct communication with the river, and also of the Commercial Blackwall Railway, near Fenchurch-street.

HENRY GEORGE WARD, Esq., M.P., in the chair.

The advertisement convening the meeting having been read,

The CHAIRMAN, in opening the business of the day, submitted to the proprietors the reasons that induced the board of directors to take up the project they had entertained, and he trusted the meeting would come to a decision to give power to the directors to enter into arrangements with the Commercial Blackwall Company, which power they did not now possess; it could not now be expected that they should enter into any details upon the subject, but the directors awaited the concurrence of the shareholders, after having heard the reports, which were then submitted.

The report will be found in our advertising columns.

The CHAIRMAN observed, that the directors would not bias the feeling of the proprietors, but would submit the report of Messrs. Stephenson and Bidder, upon the proposed line from Blackwall to Tottenham Mills-road, of which they had the supervision, and which was read accordingly.

The CHAIRMAN observed, that the directors had, since that report was made out, altered the mode of payment of toll to the Blackwall Company from a certain sum on each passenger, to a payment out of the profits, proportionate to the number of miles each company ran upon that line—or, in other words, from tollage to mileage.

Mr. WILLIAMS commended the vigilance the directors evinced in watching over the interests of the company, and could not but think the speculation most eligible which afforded profit without outlay of capital.

The CHAIRMAN observed, that when they had completed the negotiations relative to this business they should be able to prosecute the works northward with vigour—if they should succeed in passing the Bill in Parliament for this new line between Blackwall and Tottenham Mills-road—as an extension or deviation line they should be able necessarily to proceed much quicker than if it were introduced as a new line; eleven miles of the line they expected to complete by May 1839, and calculated upon a large revenue from the traffic on that distance, which would materially increase their ability to prosecute the works.

A PROPRIETOR inquired if the Blackwall company were inimical to the proposed line, or if they were disposed to assist them?

The CHAIRMAN said that they had originated the project.

Mr. ROUTH (chairman of the directors of the Blackwall company) said that they were most desirous to promote the business, seeing the great advantage that would arise to both companies.

It was then moved that the report be received and adopted.

A SHAREHOLDER wished first to inquire if the Eastern Counties Railway Company would give any opposition to the intended measure?

The CHAIRMAN said they had given them intimation that they should watch their progress, but he apprehended no opposition from them—the fact of their being likely to create a competition with the company, was in their favour.

Mr. HARRISON moved as an amendment to the resolution before the meeting, "That the report should be printed and circulated among the shareholders before a step of such importance was decided on."

The CHAIRMAN observed, that the directors only wanted power at this meeting to treat with the Blackwall company—at a future meeting they should have to decide upon what course to pursue.

The amendment being put, was lost; and the resolution being carried, Mr. WILLIAMS moved a resolution, to the effect "That the directors be authorised to negotiate with the Blackwall Railway Company in respect to the proposed junction with that company, by the new line from Blackwall to Tottenham Mills-road, and to abandon the line from Islington to Tottenham."

A vote of thanks having been passed to the chairman and board of directors, the meeting adjourned.

EAST WHEEL STRAWBERRY MINING COMPANY.

The third general meeting of shareholders of this company was held at the office, 2, St. Mildred's-court, on Tuesday, the 15th inst.

B. G. WINDUS, Esq., in the chair.

The advertisement convening the meeting having been read, the following report was submitted:—

"At this, the third annual meeting of the shareholders, the directors have much satisfaction in submitting their report, together with that of Captain Rowe, detailing more minutely the present state and working of the mine, as well as a statement of their receipts and expenditure of the concern since the last meeting. The directors have to congratulate the company in having obtained, since then, the valuable services of Captain Rowe; the importance of which must appear evident from the result since his undertaking the management of the mine. Acting under his advice, the engine-house, &c., have been removed from the unproductive part to Orchard, where we have returned upwards of 3000l. of ore during that period; and you will observe in his report his confidence of being able to render her a permanently profitable mine. The presence of Captain Rowe, with his detailed report, will obviate the necessity of any further remark, except that in making, when they deem fit, the call as advised by him, they have the fullest confidence that every hope may be entertained—it will be the means of returning the money already expended."

CAPTAIN ROWE'S REPORT.

April 27.—Preparatory to your third annual general meeting of the shareholders, to be held in London on the 15th of May next, I beg to hand you this, as my report of our proceedings and present prospects. At the commencement of my management in these concerns (being about nine months), my object was soon to advise you to entirely suspend operations at the eastern part (called Grout's), where so much capital has been expended, and after all proving to be quite a failure. I then suggested to you the propriety of removing the large engine from thence to another part of the set called Orchard, Trewithen, and Boundry. The former I have known and managed for a few months, until Christmas, when at that time we had the misfortune to lose our adit level, in consequence of a breakage, by having so unusual a wet winter season, and which brought the said adit together, thereby suddenly filling the whole of Orchard mine with water for thirty-four fathoms in height, and of course the whole length. Our prospects at the mine previous to this accident were of that nature to hold out the greatest hope of successful results; and I am, however, most happy to inform you that the adit is now secured and put in complete repair; and as well I can add, that we are so far advanced in fixing our new work, removal of great engine, fixing flat-roads, &c., as to be ready to start afresh, by working the said engine about the beginning of June next, when I have the greatest confidence, after laying out a little more money to bring the concern into a proper course of working, that Wheel Strawberry will prove a lasting and a profitable mine; and on our resuming to work, very shortly after, I think our returns will rapidly increase; and with the aid of an improved plan, which will be at once adopted, for dressing the ore, I entertain the highest opinion of being able to bring these concerns into a profitable condition to the proprietors—to do which a further call on, say 2500 shares, of 20s. per share, is absolutely necessary, in order that the operations to be adopted shall not be cramped, but, on the contrary, enable us to carry into effect the various objects with as little delay as possible.

STATEMENT OF ACCOUNTS.

1837.				Dr.
March 15.—Balance	£2347 6 4			
Expenditure	5844 6 4	—	8191 12 8	
1837.				Cr.
March 15.—Bankers	£165 18 5			
Receipts	7293 12 6	—	7459 10 11	
Balance	732 1 9			
			£8191 12 8	

"From the report now read, vouched as it is by the ability and confidence expressed opinion of Captain Rowe, and the economy of his new mode of dressing the tin ore, together with the improved and still improving state of the mine, the directors feel assured that they will, at the next general meeting of the shareholders, have the pleasure to report that they have surmounted every difficulty, and brought the mine into profitable working."

A consultative conversation then followed, upon the subject of the state and prospects of the mine, in which Capt. Rowe, who was present, being called upon, stated that the outlay as referred to in the report would be amply sufficient, and in the course of four months bring the mine in a state to pay cost; and that the existence of a good lode, and the present state of the mine, fully warranted the same. It was then resolved that the report be received and adopted; and also determined that the call should be accordingly made, and in one sum.

The following resolutions, having been duly moved and seconded, were carried unanimously:—

"That the report now presented be received and adopted.—That the thanks of this meeting be given to Captain Rowe for his zeal and efficient exertions in behalf of the company.—As also to the directors for their attention to the interests of the shareholders."

NEW GRANADA MINING COMPANY.

The third annual meeting of the shareholders was held at the office of the company, on Wednesday, the 16th inst.

J. D. POWLES, Esq., in the chair.

The CHAIRMAN stated to the meeting the progress that had been made at the Santa Ann mine during the past year, and read extracts from the correspondence of the agents and Mr. Hopkins, from which it appeared at the date of the latest advices that the workings on the main Santa Ann lode had been prosecuted so as to admit of its being regularly and extensively developed. In the sink in the forty fathom level a very fine lode was holding down, and improving as it dips south. This station would shortly afford facilities for stopping north and south in excellent ore ground, now proved to the depth of seven fathoms, besides the advantage of continuing to sink on the lode as a permanent work, even to a sixty fathom level. Powles's shaft had, been sunk down to the deep adit, and was to be continued on the course of the lode, by which the lode would be proved, and means afforded for extensively opening out ground on the lodes to the south. A change had been made in the management at the mines, the superintendence of which since June last had been entrusted to Mr. Hopkins, who had effected considerable improvement in treating the ore, by which the loss had been brought down from 40 per cent. to 20½ per cent. It also appeared that the value of the returns realised in the fourth quarter of 1837 amounted to nearly the value of the whole of the returns realised in the three preceding quarters. The monthly returns appeared to be gradually on the increase, and Mr. Hopkins expected about June of the present year to double them; so soon as this is effected, profits will begin to accumulate. He (the chairman) then read a statement of receipts and disbursements for the year ending the 30th ult.

Francis Cavendish Aberden, Esq., and Robert Addison, Esq., were elected auditors for the year ensuing.

NATIONAL PROVINCIAL BANK OF ENGLAND.

The fifth annual general meeting of the proprietors of this bank was held at the London Tavern, on Thursday, the 10th inst. There was a numerous and most respectable attendance of the proprietors.

The CHAIRMAN, after some introductory observations, read the following report:—

"The directors have great pleasure in again meeting the proprietors, and submitting to them a statement of the affairs of the company, upon which, under the provisions of the deed of co-partnership, it is their duty annually to report. Although under the system of management detailed in last year's report, the directors have experienced no difficulty in superintending and controlling the branches of the company, yet they have considered it inexpedient to open others unless at places where there was a certainty that a profitable business would be at once obtained."

"In accordance with this determination the following branches have been established—Whitchurch, Wem, Peterborough, and Tamworth. At Whitchurch, Wem, and Tamworth the directors were induced to establish branches in consequence of the discontinuance of those of the Northern and Central Bank. At these stations that establishment had procured a safe and profitable business, to which this company has succeeded under the most favourable circumstances, without being subjected to any extra expense whatever. The branch at Peterborough has been opened with every prospect of its becoming profitable in itself, while it will also be useful in consolidating the connection formed by the company in the east of England."

"The directors have to inform the meeting that the Rugeley, Tamworth, and Lichfield Banking Company, a local joint-stock bank, have retired at these places in favour of this company, by which a valuable acquisition to its business has been made, and it is due to the directors and proprietors of that bank to state that they, and also the customers, are giving their cordial support to this establishment."

"With regard to the branches previously established, the great derangement and stagnation which existed during last year in the commerce and trade of the country, have necessarily interfered in some measure with their progress. Still the directors have the satisfaction of stating that their success has been greater under the circumstances than could well have been anticipated."

"The call of 10l. made upon the 100l. shares has been wholly met, a circumstance which the directors report with much satisfaction, as affording the best evidence to the public of the wealth and respectability of the proprietary."

"As a consequence also of the late monetary revulsion, the directors anticipated the great depression which has for some time existed in the commercial and manufacturing districts, and considered it to be the duty of the company to be prepared with resources to support the credit of its customers when no market could be found for their commodities. Thus the bank, with perfect safety, has afforded important assistance in this respect to many parties, who, although perfectly solvent, must have fallen a sacrifice to the times but for the timely aid thus extended to them. From the many failures which occurred during the disastrous period referred to, it could not have been expected the company should escape without losses. The directors have to state that those sustained are greater than the company may expect to meet with in ordinary times."

"With these observations, the directors will read the following statement, from which it will appear, that after wiping off bad debts, an ample allowance for losses likely to be sustained, and the usual proportion of preliminary expenses, and after payment of the half-yearly dividends, a surplus profit remains of 4442l. 8s. 4d., being more than equal to 1 per cent. upon the paid-up capital of the company, and which, when added to the reserve fund, makes it 25,573l. 12s. 2d."

Statement of the Reserved Fund for 1837 and 1838.

Jan. 1. By balance of undivided profits at this present date	£21,131 3 11
Dec. 31. Net profits for the year 1837	24,860 13 3
	£45,991 17 2

June 30. To half-year's dividend to date, at 5 per cent.

On 100l. shares	£8759 0 0
On 20l. shares	1398 15 0—10,148 15 0
Dec. 31. To ditto ditto to date	
On 100l. shares	8750 0 0
On 20l. shares	1519 10 0—10,269 10 0

Balance of undivided profits, Dec. 31st, 1837..... £25,573 12 2

"When all circumstances are fully considered, the directors trust that the above statement will be viewed by the meeting as very satisfactory."

"The directors embrace this opportunity of congratulating the proprietors upon the increasing predilection in the country in favour of joint-stock banks, arising, no doubt, from a better knowledge of the principles upon which they are founded, and from a more correct idea being formed of the great benefit which their superior credit, compared with that of private co-partnerships, enables them to confer upon the community."

"It was expected by many that the growing confidence in joint-stock banks would receive a check from the late embarrassment of a few local establishments, but this circumstance has produced, as it ought to have done, quite an opposite effect upon the public mind. It has demonstrated that although it is possible for a joint-stock bank to be obliged to suspend its operations, yet that the public ultimately suffer no loss, and seldom any inconvenience from the circumstance, while a very different result has almost invariably attended the stoppage of private banking establishments."

"It has been remarked that 'the best security against mismanagement of banking affairs must ever be found in the integrity and capacity of those entrusted with the administration of them.' In the truth of this observation the directors perfectly agreed, and with the view of securing the great object here referred to, 'good management,' it may be laid down as a general principle that the operations of a joint-stock banking company ought never to be conducted by directors whose private and personal interests can at any time be opposed to its policy."

"This principle is inherent in the constitution of this company, while its total disconnection with all party and local feeling ensures general support, and exempts it from that disastrous influence which is too frequently exercised in the management of banks purely local."

"The directors advert with much satisfaction to the unlimited confidence reposed in the establishment in the country, and have to state, in conclusion, that, judging from past experience, they entertain the most sanguine expectations of its increasing prosperity, and feel assured that the advantages looked forward to by the proprietors when the company was formed, are in steady progress towards realisation."

"It is necessary to inform the meeting that three directors go out of office by rotation, viz.—Archibald Hastie, Esq., M.P.; J. Buddell Todd, Esq.; and John Melville, Esq.; all of whom are eligible to be re-elected. There are also two vacancies in the direction to be filled up."

PROVINCIAL BANK OF IRELAND.

On Thursday last, a numerous and highly respectable meeting of the proprietors of the above bank was held at their offices, in Broad-street. OLIVER FARREN, Esq., in the chair.

The directors' report was read, which we regret our space precludes us from giving in detail further than the following statement of accounts accompanying the same, but which we shall endeavour to do in our next.

By the accounts submitted to the last year's general meeting of the proprietors, the amount of the rest, or undivided profits at March 1837, was..... £488,698 12 7

From which is to be taken the amount of dividends paid to the proprietors since the last yearly general meeting, viz.:—

At Midsummer, 1837	£21,600
At Christmas, 1837	21,600—43,200 0 0

Add thereto the net profits for the year ending the 31st, being the last Saturday of March, 1838, after deduction of all expenses, and providing for all bad and doubtful debts, amounting to..... 45,493 12 7

Rest, or amount of undivided profits at 31st March, 1838..... 92,873 12 6

On this statement it is the intention of the directors to declare a dividend of four per cent. for the half-year ending Midsummer next, being at the rate of eight per cent. per annum on the paid-up capital of the Bank. At this conclusion a strong expression of approbation was manifested by the proprietors.

Several resolutions were then carried unanimously, and the meeting adjourned.

LONDON AND GREENWICH RAILWAY.—The returns of this line, from one o'clock on Thursday, the 10th inst., to Thursday last, at the same hour, amounted in total to 825l. 17s. 10d., including Creek Bridge, 41l. 2s. 4d., and footpath, 8l. 14s. 6d.

SHEFFIELD AND MANCHESTER RAILWAY.—We are informed that coals will be carried cheaper on this railway than by canals, on account of coals being situated at the summit, and having to come to market by descending lines.—*Sheffield Iris.*

MANCHESTER AND BOLTON RAILWAY.—This railway will shortly be opened to the public.

AYLESBURY RAILWAY.—The whole of the land required for this railway has been purchased, and the aggregate prices are considerably below the parliamentary and revised estimates. The contractor has engaged to complete the works by November. There is not a single bridge over or crossing under the line.

CHERTENHAM AND GREAT WESTERN RAILWAY.—An action was brought by this company, in the Court of Queen's Bench, on Thursday last, against Mr. Roberts, for the call of 5l. and interest on ten shares held by him; the case was proved, and there being no defence offered, the plaintiff obtained a verdict for the sum claimed (53l. 16s. 4d.).

PUBLIC COMPANIES.

MEETINGS.

BRITISH IRON COMPANY.—Misapprehensions appearing to have arisen relative to what passed at the late Meeting of the British Iron Company on the 4th instant, respecting the state and prospects of the company, the proprietors who were not present at the meeting are cautioned against being misled, and are requested to seek for such information as they may require at the office of the company, where it will be readily afforded. The proprietors are also informed, that a circular will be sent to each proprietor calling a MEETING for Friday, the 25th instant, to confirm the resolutions passed almost unanimously at the meeting of the 4th instant, and that copies of the report of the directors read at that meeting, and of the resolutions, are preparing, and will be in course of delivery to the proprietors at the office in a few days.

By order of the directors,
Office, 3, New Broad-street, May 8. ROBERT SMITH, Sec.

GWINEAR MINING COMPANY.—The ANNUAL GENERAL MEETING of this company will be held at the company's office, on Wednesday, the 30th instant; the chair will be taken at One o'clock precisely. Notice is also given, that no money on account of the arrears of calls will be received at the bankers of the company after Saturday, the 25th inst., and all shares on which the said arrears shall not be paid by that day will be considered as abandoned by the holders, and cancelled by virtue of the power vested in the directors. 15, Great St. Helens, May 15.

RIO DE ANORI GOLD STREAM WORKS COMPANY.—Notice is hereby given, that a MEETING of the shareholders of the above undertaking will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Wednesday, the 25th of May instant, at One o'clock precisely, to receive a report from the directors, and on other special business.

By order of the directors,
2, Cloak-lane, city, May 9. SAMUEL HARPER, Solicitor to the Company.

TREGOLLAN COPPER MINING COMPANY.—The Directors hereby give notice, that the FIRST ANNUAL GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Friday, the 25th day of May next, at Half-past Twelve for One o'clock precisely, to lay before the shareholders a Statement of the Company's Affairs, to elect auditors, fill up the direction, and transact other business.

Tregollan Copper Mining Office,
No. 14, Bishopsgate-street-within, May 9.

WEST WHEAL JEWEL MINING ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING will be held on Monday, the 21st inst., to receive the Report of the Committee nominated at the last Annual General Meeting, at the office of the Association, as under, at Twelve o'clock precisely.

By order of the board,
23, Threadneedle-street, May 11. ROWLAND NICHOLSON, Sec.

CALLS.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—The directors hereby give notice, that they have this day made a CALL of TWO POUNDS TEN SHILLINGS per share, payable on or before the 12th day of June next, at the office of the company.

Office, 20, Basinghall-street, May 12. N. HAYDON, Sec.

* Shareholders in Cornwall may pay their call to Mr. Henry Borrow, Truro.

TREVORGUS MINING COMPANY.—At a Meeting of the Board of Directors, held the 30th day of April, 1888, at No. 11, Broad-street-buildings, it was resolved, That the business and affairs of the company be, from and after this day, managed and conducted at the Mining Office, 12, Pancras-lane, and that Mr. C. F. Kirkman be the future Secretary of the company.

(Signed) JAMES WALL, Chairman.

Notice is hereby given to those shareholders who have not paid the call of One Pound per share, due on the 23d of April last, that if the same be not paid to the credit of the directors with Sir Charles Price, Bart., and Co., the bankers of the company, on or before the 23d instant, that all shares then in default will be declared FORFEITED, and be advertised as such in the London Gazette of Tuesday, the 29th instant.

By order of the board,
12, Pancras-lane, May 7. C. F. KIRKMAN, Secretary.

DIVIDENDS.

ANGLO-MEXICAN MINT COMPANY.—At the Annual General Meeting of shareholders, held on the 1st inst., John Schneider, Esq., was re-elected a director; and resolutions were passed declaring TWO HALF-YEARLY DIVIDENDS OF TWELVE SHILLINGS per share each, both payable on or after the 1st of June next. Three clear days notice of claim will be required, forms of which are to be obtained at the office, as under—hours of attendance from Eleven to Three.

G. B. LONSDALE, Secretary.
Office, 9, New Broad-street, London, May 18.

RELISTIAN MINE.—Notice is hereby given, that a DIVIDEND OF TEN SHILLINGS per share will be paid at the office of the company, 10, Broad-street-buildings, on Monday, the 4th of June, and following days, from Twelve to Three o'clock.—May 12.

* The transfer book will be closed on the 1st, and opened on the 5th of June.

TAMAR SILVER LEAD MINING COMPANY.—Notice is hereby given, that a DIVIDEND OF TEN POUNDS per CENT. has been declared by the directors upon the paid-up capital of this company, the same to be payable on Monday, the 2d of July and following days, at the office, No. 2, St. Mildred's-court, between the hours of Eleven and One o'clock.

London, May 16.

CORNWALL GREAT UNITED MINES.—At the General Annual Meeting of this Company, held at the York Hotel, Manchester, on Saturday, April 28, THOMAS CROSS, Esq., in the Chair.

The report of the committee of management having been read, it was unanimously resolved:—

1. That the report of the committee of management be received, and entered in the minute book of the company, and printed.

2. That the proceedings of the committee of management be confirmed.

3. That Mr. E. Halle be appointed to audit the accounts of the committee of management.

4. That the committee of management be authorised and empowered to effect such arrangements with the holders of reserved shares, and upon such terms, and to adopt such measures as they may deem advisable, for the interests of the company at large.

5. That at each General Annual Meeting of shareholders, one of the members of the committee of management shall go out in rotation; such retiring member to be eligible for re-election.

6. That no resolution affecting or altering the management of the company, shall be brought forward at any meeting of shareholders, of which resolution, thirty days' notice has not been given in writing, to the acting manager, signed by the party proposing the same.

7. That a book be kept by the acting manager, in which the holders of all shares (except reserved or paid-up shares), may register their shares on payment of the sum of sixpence per share.

8. That the chairman having quitted the chair, it was unanimously resolved:—

9. That the best thanks of this meeting be given to Mr. Cross for his able and gentlemanly conduct in the chair.

* A printed copy of the report may be had in a few days by each shareholder, on application to Mr. John Sparke, 9, Throgmorton-street, London, or to Mr. Thomas Cross, Clarence-street, Manchester.

THOMAS CROSS, Chairman.

WHEAL GILBERT TIN AND COPPER MINING COMPANY.—Resolutions passed at a meeting of the directors, held on the Mine, this 15th day of May:—

Resolved:—1st. That the present state of the mine, according to the report of the agents, and also of Captain Hambly, who has this day inspected it, and especially a recent discovery in the thirty-eight fathom level, south of the engine-shaft, warrant a further trial.

2d. That in order to afford the shareholders an opportunity of realizing the benefit that may arise from the further prosecution of the mine, and of adopting the cost-book system, that its workings be continued one month from this date; but unless the first instalment of Ten Shillings per share, or Fifty Shillings per scrip, be paid, either to the London and Westminster Banking Company, or Messrs. John and Henry Hore, London; or to the Western District Banking Company, Truro; or Mr. Grylls, Redruth; before the expiration of the aforesaid time, the directors will be under the necessity of stopping the mine, and selling the materials to liquidate the debts of the company.

3d. That the small engine, not in use, at Tucker's Downs, together with the rods and pumps connected therewith, be advertised for sale, by public auction, on Tuesday, May 29th instant.

4th. That provided the instalment of Ten Shillings per share be paid within the time aforesaid, a steam stamping-mill be purchased, for the purpose of returning the tin stuff—the present stamping power being inadequate to return the quantity of tin now raising.

(Signed) JOHN BAYNARD, Chairman.

THE PATENT SAFETY FUZE.

For BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious method of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cam-carbone, Cornwall.

BLASTING WITHOUT DANGER.—The simplest, most expeditious, cheapest, and best method of BLASTING, perfectly free from danger, is by insulated copper wires, in connection with the Galvanic Battery, manufactured and sold by E. PALMER, Philosophical Instrument Maker, No. 103, Newgate-street, London.

* Batteries, with directions, 35s. each; insulated wire, 3s. per lb.

PAINT. Fourteen Shillings per Cwt.—the CHEAPEST and MOST DURABLE yet discovered for Park Fencing, Farm Buildings, Weather Boarding, Hurdles, Hop-poles, Timbers laid in brick work or underground, being a certain PREVENTATIVE of DRY-ROT; also admirably calculated for Ship's Bottoms, Dressing Decks, Cordage, and Canvass.

Sold at GEORGE BOYD and Co.'s Manufactory of Impervious Tar Paint and Antiputrescent Paint, 47, Bankside, Southwark.

THE STAFFORDSHIRE HEMP AND FLAX COMPANY.

—Established at Rugeley, 1838, for the Manufacture of Sail Cloths, Canvasses, Ropes, and Cordage, as well as Waterproof Cloths of various descriptions. This manufacture is the discovery of Mr. Michael Joseph John Donlan, after a series of intense application and labour, and the company is established for the purpose of carrying the invention into effect. The invention consists of three distinct parts, comprehending most important improvements in the manufacturing of hemp and flax, whereby the material be designed for linen fabrics or cordage, viz.:—

1. A new and improved machinery, applicable only to this method of manufacturing, whereby a larger quantity of fibre, without injuring the staple, than by modes hitherto adopted, can be obtained from the raw material.

2. The preservation of the fibre by a peculiar chemical compound, rendering the fabric free from mildew and premature decay.

3. The hitherto unattained process of rendering cloths waterproof, the fabrics remaining unimpaired, flexible, and unaffected by any variation of atmospheric temperature.

The present capital of the company is fixed at £175,000, in 7000 shares of £25 each, with power to increase the same, if necessary.—A deposit of £2 per share to be paid immediately upon the issue of the first 2000 shares.

PATRONS.

The Right Honourable the Earl Talbot
The Right Honourable the Earl of Lichfield
The Right Honourable the Lord Vernon
The Right Honourable the Lord Hatherton
Sir George Pigot, Bart.
Sir George Crewe, Bart., M.P.

TRUSTEES.

Sir George Sinclair, Bart., M.P.
Jeremiah Barrett, Esq.

DIRECTORS.

The Hon. Colonel Anson, M.P.
Sir George Sinclair, Bart., M.P.
Thomas Pitt, Esq.
Jeremiah Barrett, Esq.
Mr. Thomas Turner, Bagot's Park
Mr. J. Bright, Teddesley Park Farm
Mr. James Heath, Brewdow

AUDITORS.

Mr. John Manners, Rugeley
Solicitors—Messrs. Smith and Buckle, Rugeley
Secretary—Mr. Fenton, the Mount, Stafford

BANKERS.

London.....The London and Westminster Banking Company
Rugeley.....The National Provincial Bank of England

The objects of this company are to introduce into more general use home and colonial hemp and flax, by which an immense capital annually will be retained in this kingdom; to give encouragement throughout the British dominions to the culture of these articles, which, by the company's chemical and mechanical process, can be made superior to the best foreign produce, and much more efficiently available for all the purposes for which that produce has been hitherto applied, and to manufacture the material thus prepared into articles for the Royal and Commercial Marine, which, from the durability of the manufacture, and the consequent security with which it may be sent to foreign stations and laid up in store without fear of heating, mildew, or premature decay, will in great measure prevent that sacrifice of human life and property at sea from the imperfection of sails and cordage, which has been so much to be deplored in this and every other maritime country.

In addition to sail-cloths, canvasses, and other textures, a class of thoroughly waterproof fabrics, suitable for the purposes of pulley-cloths, hose for ships and fire-engines, will be manufactured by another process of the inventor. The invention is also applicable with similar advantages to cordage, bolt-ropes, lines, and twines. In short, from the largest cable down to the finest twine; and all these articles prepared by the company will possess the qualities of greater pliancy and greater strength in the first instance than articles of the same kind now used, and will retain those qualities although exposed to heat, frost, or water.

It is obvious that the profits arising from this mode of manufacturing will be highly remunerative, from the facts alone that the price of Baltic flax (from which the British Commercial Marine are now supplied) is from £45 to £75 per ton, of which only from six to eight cwt. is wrought into cloth, the rest being re-exported—whereas British and colonial flax may be purchased for from £16 to £25 per ton, out of every ton of which 17 cwt. may, by the company's mode of dressing, be manufactured into the sail-cloth, far superior to that in present use, and 24 cwt. into articles of a lighter description, but still retaining the same qualities of exemption from rot, mildew, and premature decay, thus leaving as refuse only half a cwt. out of every ton. Articles of this superior description will necessarily fetch a much higher price than the common cloth, but fixing the selling price at a same ratio as to the ordinary manufacture, it is evident that the profits must be great. The demands from Government alone would be sufficient to keep the company in active employment; the inventor had, on a former occasion, extensive orders from Government, but which orders he was unable to execute, his manufactory having been destroyed by the act of an incendiary—the orders, however, are still in existence.

In a national point of view this discovery is essentially important, rendering this kingdom independent of Russia for the supply of the navy. To the agriculturist it opens an extensive and promising prospect of profitable culture, since the growth of hemp and flax for the purpose of this manufacture will not deteriorate the land more than any other description of produce, as it will be cut in a green state.

For shares, copies of the deed, or further information, application may be made on or before the 6th of June, to Mr. Henry Wheeler, Stock-broker, 23, Threadneedle-street, and Mr. Greatorex, 70, Upper Norton-street, Portland-place, London; Messrs. Smith and Buckle, Rugeley; Mr. Christopher Roberts, Share-broker, New-street, Birmingham; Messrs. Cardwell and Sons, Share-brokers, Manchester; Messrs. Reynolds and Sons, Share-brokers, Liverpool; Messrs. J. and J. Kimpton, Stock-brokers, Newcastle-upon-Tyne; and Mr. Fenton, the Mount, Stafford, Secretary.

FRENCH POLONEAU ELASTIC BITUMEN COMPANY.

—At a General Meeting of the Shareholders at Paris, on the 11th of May, the following gentlemen:—

MM. Charlier, Le Comte de Guichen, MM. Marsuy, Le Comte de D'Orgeval, Bertrand

Le Baron Dufay Delaunay, appearing to be the greatest holders of shares, were nominated directors, by virtue of the 29th article of the company's deed of settlement.

The manager made a report upon the state of the company's affairs, which appearing satisfactory to the meeting, was ordered to be printed.

The shareholders were requested to attend on Tuesday, the 15th inst., and on the following days up to the 25th current (Sunday excepted), at the offices of the company, between the hours of nine and three, to take their shares in the English Poloneau Company, which were to be delivered in the proportion of one to four to the holders of shares in the French Poloneau Company. This delivery only to be made on the presentation of the deed of settlement, upon the payment of five francs, fifty cents, per share as deposit. The shares not then applied for cannot afterwards be claimed.

Paris, May 11.

POLONEAU'S PATENT ELASTIC BITUMEN COMPANY.

—Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share.

LONDON. LIVERPOOL.

John Bagshaw, Esq. Joseph Chris. Ewart, Esq.

John Ellis, Esq., M.P. Joseph Hornby, Esq.

Edwards, Esq. Charles Horsfall, Esq.

Robert Wm. Kennard, Esq. William Smith, Esq.

Wm. Gordon Thompson, Esq. Joseph Smith Wooler, Esq.

Bankers—Messrs. Denison, Heywood, Kennard and Co.; the Bank of Liverpool.

Solicitors—Messrs. Murfays and Rymer, 50, Chancery-lane; Messrs. Davenport and Collier, Lord-street, Liverpool.

The composition of the patent elastic bitumen is the discovery of Monsieur Poloneau, Inspecteur Divisionnaire du Corps Royal des Ponts et Chaussées, who by his public works on the continent, among which are the Pont du Carrouai at Paris, and the roads of the Col de Lautaret and the Simplon, has acquired a high reputation throughout Europe.

Monsieur Poloneau has succeeded in producing a bituminous composition, which for cheapness, strength, and durability, far exceeds any hitherto known, and possesses this great advantage over any other—the materials of which it is composed are all found in England. So highly is the discovery estimated in France, that the authorities in Paris have entered into contracts with M. Poloneau for its application to the carriage-way of the Boulevard des Capucines, the Rue de la Paix, and other carriage-roads in that city, which he is now actively engaged in carrying into effect.

Poloneau's Elastic Bitumen is applicable to the construction of carriage-roads, to railways, street and ornamental pavements, courts, garden walks, and terraces, to the roofing of houses, the flooring of churches, public buildings, stables, halls, kitchens, cellars, &c.

The composition is impervious to vermin, rain, and damp, and may therefore be used with considerable advantage as well as economy in the construction and coating of granaries, warehouses, hydraulic works, docks, reservoirs, drains, baths, bridges, arches, tunnels, &c.

It possesses an elasticity, compactness, and smoothness, which render it particularly suitable for making turnpike roads. It is capable of sustaining the greatest weights, causes less friction to carriage-wheels than the surface of the present roads, and is sufficiently rough to prevent horses from slipping. Other great benefits, from the use of this material in the formation of our roads and streets, will be realised by the inhabitants of public thoroughfares, in the great diminution of noise and the total absence of that unpleasant jarring of the houses, caused by the passing of heavily laden carriages. The ease, comfort, and health of passengers will also be greatly promoted by the cleanliness of the streets in their freedom from mud and dust.

From the trifling cost of its ingredients and mode of compounding them, as compared with the expensive system of Macadamisation and paving, and from the confidence the directors have in the acknowledged skill and ability of M. Poloneau, they feel assured this discovery may be regarded as of the greatest national importance. Patents for the United Kingdom have been obtained by the patentee, at his own cost, and the directors are assured that the use of M. Poloneau's composition will not be an infringement of Mr. Cassell's, or any other patent, and they refer to the following opinion of David Pollock, Esq.:—

"I have considered Mr. Cassell's specification, and find that the process for which he has obtained a patent is so totally different from that for which a patent has been granted to Mr. Poloneau, the friend of M. Poloneau, a detail of which is before me, that I am clearly of opinion that the latter may be prosecuted without the risk of being considered an infringement of the former. Both these patents, so far as they relate to the same subject matter, viz. the application of certain well-known materials for making roads, are for processes or compositions, and as they differ widely both as to the compositions and the processes by which these compositions are prepared, they appear to me to stand upon such distinct grounds from each other as to be capable of being acted upon within giving rise to any question of infringement."

"Temple, May 16, 1888."

The bankers' receipts can be daily exchanged for certificates of shares, between the hours of 10 and 3, at the company's offices, 24, Queen-street, Cheapside.

BASTENNE AND GAUJAC BITUMEN COMPANY.

The Directors of this Company beg to inform the Shareholders, that the REPORT of M. A. Goldsmid, Esq., and J. Russell, Esq., Directors of this Company, containing the result of their journey to Paris, is now printed, and ready for distribution among the Shareholders, and may be had on application at their Offices, 28, Moorgate-street.

R. FOULERTON, Sec.

THE BRITISH ASPHALTUM AND PATENT COAL COMPANY.

The Directors beg to inform the shareholders that their Patent being now secured, they are in a position to proceed immediately with the business of the company, and therefore give notice, that the bankers' receipts may be exchanged for scrip certificates any day between the hours of ten and four.

Prospectuses may be had on application, and specimens of the asphaltum with fires of patent coal may be seen daily at the company's offices.

16, Bishopsgate-street Within, May 17. THOMAS FLOWER, Sec.

MANCHESTER ASPHALTUM COMPANY.

Licensed by JOHN HENRY CASSELL, the Patentee for the United Kingdom. Capital £100,000, in 10,000 shares of £10 each. Deposit £1 per share.

Manchester, Liverpool, and Birmingham—Commercial Bank of England.

LONDON—Messrs. Barnett, Hoares, and Co.

Solicitors—Messrs. Atkinson, Birch, and Saunders.

Consulting Chemist—John Davies, Esq., Lecturer on Chemistry in the Royal School of Medicine and Surgery, &c. &c.

7, Princes-court, Market-street, Manchester, Tuesday evening, 15th May.

The provisional committee beg to inform the subscribers, that, at the expiration of the time appointed for receiving applications (this day) the number of shares applied for greatly exceeds the whole number to be appropriated, upon many of which (namely, all of those applied for out of the county) the deposit was at the same time lodged with the company's bankers. Under these circumstances, they regret the impossibility of granting, in any instance, more than a portion of the number applied for by any individual. The appropriation will take place in a few days.

The committee have now the satisfaction to be able to lay before the subscribers unequivocal proofs of the value of this asphaltum, for the purposes for which it was designed, in the opinions of several gentlemen, eminent for their acquaintance with physical and chemical science. For the present they content themselves with publishing the opinion of Sir James M'Adam, before a committee of the House of Commons, upon a specimen of Mr. Cassell's road:—"It appears at Vauxhall to be very smooth and very good. I am not prepared to state how far that would last in a severe thoroughfare, but I observe the projector of that road is willing to undertake to maintain the road of a great thoroughfare at 2d. per yard per annum; that price on the Uxbridge road would be £264 per mile per annum, taking the road at twelve yards wide. If that gentleman (Mr. Cassell) would maintain the Uxbridge road in a good state at that cost, it would be well worth the consideration of the metropolis commissioners to encourage him."

To this it may be added, that there is a later and better specimen of this material laid near Messrs. Cassell's manufactory, over which the heaviest merchandise in the neighbourhood of the river has passed for three years, and which has never been repaired.

The sterling character of this company, and the strictly honourable and business-like manner in which it was found, will appear from the following:—

The daily papers of Monday (14th inst.) announce the formation in London of a company (under Mr. Cassell's patent), for the whole kingdom, with the single exception of Lancashire, which is secured to the "Manchester Asphaltum Company."

The inviolability and perfect security of the patent is satisfactorily ascertained by the following opinions of Sir John Campbell, Her Majesty's Attorney General; David Pollock, Esq., Queen's Counsel; and Professor Daniell, of King's College:—"I am of opinion that the specification is not confined to the use of pitch formed artificially, and that the use of pitch, or any other such solid or bituminous matter formed by nature, in the manner and for the purposes mentioned in the specification, would be an infringement of the patent."

"Temple, May 4, 1888." "J. CAMPBELL."

"If pitch or tar of any description be employed for the purposes of Mr. Cassell's patent, and in the manner he specifies, it would be an infringement of his patent; for although in his claim he confines himself to his process, and disclaims every material separately, yet in his introduction he speaks of 'coal or mineral tar, wood tar, and that the use of pitch, or any other such solid or bituminous matter formed by nature, in the manner and for the purposes mentioned in the specification, would be an infringement of the patent.'"

"Temple, May 4, 1888." "DAVID POLLOCK."

"I have carefully read and considered the specifications of Mr. Cassell's patent for cementing the materials for road-making, &c., with reference to the question which you have submitted to me, and am clearly of opinion, that, in a chemical point of view, the patent would be invaded by any one making a similar compound to that which he describes for similar purposes, with asphalt and pitch—whether it were mineral or vegetable pitch."

"King's College, May 5, 1888." "J. F. DANIELL."

Acting upon these opinions, Mr. Cassell is determined to maintain the inviolability of his patent by all and every means the law will permit.

JOHN BURGESS, Chairman.

ROBT. WALKER, } Secretaries.

J. D. BARRY, }

CLARIDGE'S SCOTCH PATENT ASPHALTE COMPANY.

Capital £200,000, in 10,000 shares of £20 each.

His Grace the Duke of Hamilton and Brandon.

His Grace the Duke of Roxburghe.

The Right Honourable Lord Belhaven.

Walter Frederick Campbell, Esq., of Islay, M.P.

HONORARY DIRECTOR.

The Right Honourable Lord Kinnaird.

DIRECTORS IN LONDON.

Major-General Sir Neil Douglas, C.B., Colonel Tansfield Vachell

R.C.H. Henry Luard, Esq.

Patrick Maxwell Stewart, Esq. Joshua Jones Ashley, Esq.

John Stewart, Esq., M.P. John Richardson Winckworth, Esq.

DIRECTORS IN SCOTLAND.

The Lord Provost of Glasgow John Mitchell, Esq., chief magistrate of

Michael Rowand, Esq., banker, Glasgow Gorbals, Glasgow

Jas. Campbell, Esq., merchant and magistrate, Glasgow George More Nisbett, Esq., of Calra-

James May, Esq., coal master, Glasgow William Ross, Esq., merchant, Glasgow

John Fleming, Esq., of Claremont, Glasgow—Thomson, Esq., Chairman of the

With power to add to their number. Chamber of Commerce, Edinburgh

BANKERS.

London—London and Westminster Bank.

Messrs. Ashley and Son, 135, Regent-street.

Paris—Madame Calagat and Co.

SOLICITORS.

Glasgow—Messrs. A. and D. J. Bannatyne.

BRITANNIA LIFE ASSURANCE COMPANY.

1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

DIRECTORS.
William Bardgett, Esq. Robert Eglington, Esq.
Samuel Bevington, Esq. Erasmus Robert Foster, Esq.
William Fechney Black, Esq. Alex. Robert Irvine, Esq.
John Brightman, Esq. Peter Morrison, Esq.
George Cohen, Esq. William Shand, Junr., Esq.
Mills Coventry, Esq. Henry Lewis Stale, Esq.
John Drowett, Esq. Thomas Teed, Esq.

MEDICAL OFFICERS.—John Sims, M.D., and Ebenezer Smith, Esq., Surgeon.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data.
Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.
Age of the assured in every case admitted in the policy.
All claims payable within one month after proof of death.
A liberal commission allowed to solicitors and agents.
Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during				
	First Five years.	Second five years.	Third five years.	Fourth five years.	Remainder of Life.
20	1 1/4	1 1/4	1 1/4	1 1/4	2 3/8
30	1 1/4	1 1/4	1 1/4	1 1/4	2 17/8
40	1 1/4	1 1/4	1 1/4	1 1/4	2 3/4
50	2 1/4	2 1/4	2 1/4	2 1/4	3 1/4

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, are assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospective, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

PROMOTER LIFE ASSURANCE AND ANNUITY COMPANY.

9, CHATHAM-PLACE, BLACKFRIARS, LONDON.—Established in 1826.
DIRECTORS.
Wm. Goodenough Hayter, Esq., M.P. Robert Palk, Esq.
Charles Johnston, Esq. William Unwin Sims, Esq.
John Towgood Kemble, Esq. Samuel Smith, Esq.
John G. Shaw Lefevre, Esq., F.R.S. Le Marchant Thomas, Esq.

TRUSTEES.
John Deacon, Esq. John G. Shaw Lefevre, Esq., F.R.S.
William Unwin Sims, Esq.
In this office assurances for the whole term of life have now the option, as most accords with their views and circumstances, either of securing a certain sum at death at a low rate of premium; or of participating in three-fourths of the net profits of the company, on paying an increased rate of premium.
The following are the annual premiums for the assurance of £100 on a healthy life in either case:—

WITHOUT PROFITS.								
Age 20	£1 11s. 8d.	30	£2 2s. 2d.	40	£2 17s. 0d.	50	£4 0s. 8d.	

WITH PROFITS.					
Age 20	£1 16s. 11d.	30	£2 9s. 2d.	40	£3 6s. 6d.
50	£4 14s. 2d.				

A division of the net profits will take place quinquennially. Bonuses accrue on all beneficial policies on which three annual premiums shall have been paid, at the time a division occurs; and the holders of such policies have the option either of receiving their bonuses in a present sum, or of having them applied in augmentation of their policies, or in reduction of their future premiums.
Assurances on the bonus system may contract to pay their premiums either in one sum, in a given number of payments, in annual, half-yearly, or quarterly payments, or in any other way most suitable to their convenience.
Officers in the army and navy when in active service, persons afflicted with chronic and other diseases, and such as are going beyond the limits of Europe, are also assured at moderate rates.
Prospectuses and all necessary information may be obtained at the office. Proposals can be passed daily.

MICHAEL SAWARD, Secretary.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, KING WILLIAM-STREET, CITY. 25, REGENT-STREET, LONDON.
DUBLIN-STREET, DUBLIN. PRINCES-STREET, EDINBURGH.
CAPITAL—ONE MILLION.

WILLIAM DAVIS, Esq., Chairman.
W. Cory, Esq., Dep. Chair. Colonel Chris. Hodgson. W. J. Richardson, Esq.
Lawrence Borgan, Esq. Henry Lawson, Esq. Frederick T. West, Esq.
William Gunston, Esq. J. Barrett Lennard, Esq. George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.

Mence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	1 0/4	1 5/5	1 10/6	1 15/7	2 0/8
30	1 6/4	1 12/11	1 19/6	2 4/1	2 12/8
40	1 16/8	2 5/10	2 5/6	3 4/2	3 13/4
50	2 17/0	3 11/3	4 5/6	4 19/9	5 14/0

By order of the Board of Directors,
W. WRIGHT, Secretary.

NORTH BRITISH INSURANCE COMPANY.

for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter. No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.
Capital, ONE MILLION.

PRESIDENT.—His Grace the Duke of Sutherland.

PRESIDENT.—The Earl of Camperdown.

VICE-PRESIDENT.—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P. Hon. Archibald Macdonald.

Lieut.-General Robert Bell. The Rt. Hon. J. A. Stewart Mackenzie.

Vice-Admiral Sir J. P. Beresford, Bart. James Mackillop, Esq.

The Right Hon. Henry Ellis. W. A. Mackinnon, Esq., M.P.

MANAGERS.

Sir Peter Laurie, Ald., Chairman. Charles Hertslet, Esq.

Francis Warden, Esq., Dep.-Chairman. John Pirie, Esq., Alderman.

Robert Cockburn, Esq. Isaac Sewell, Esq.

Archibald Cockburn, Esq. Walter A. Urquhart, Esq.

John Connell, Esq. George Webster, Esq.

W. Petrie Craigmiles, Esq. Benjamin Boyd, Esq., Resident.

John Irvine Glenzie, Esq. Mark Boyd, Esq.

PHYSICIAN.—John Webster, M.D., 56, Grosvenor-street.

SOLICITORS.—Messrs. Parken and Webster, New Bowell-court, Lincoln's-Inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.

2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.

3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.

4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.

5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.

6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.

7. Advances made on security of policies of more than three years' standing, to the extent of their value.

8. A liberal provision for policies to parties wishing to surrender them.

9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

PREMIUMS

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age.	For One Year.			For Seven Years, at an Annual Premium of			For the whole Life, without Profits.			For the whole Life, with Profits.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 3/4	1 3/4	1 3/4	1 17/0	1 17/0	1 17/0	1 10/6	1 10/6	1 10/6	1 10/6	1 10/6	1 10/6
30	1 7/8	1 7/8	1 7/8	2 6/4	2 6/4	2 6/4	1 12/6	1 12/6	1 12/6	1 12/6	1 12/6	1 12/6
40	1 14/0	1 14/0	1 14/0	3 0/9	3 0/9	3 0/9	1 18/6	1 18/6	1 18/6	1 18/6	1 18/6	1 18/6
50	2 10/0	2 10/0	2 10/0	4 3/3	4 3/3	4 3/3	2 2/4	2 2/4	2 2/4	2 2/4	2 2/4	2 2/4
60	2 7/9	2 7/9	2 7/9	6 0/8	6 0/8	6 0/8	3 11/3	3 11/3	3 11/3	3 11/3	3 11/3	3 11/3

CAUTION TO BANKERS, BANK AGENTS, and OTHERS.

ROBBERY OF BLANK BILL STAMPS, &c.

Whereas there were feloniously abstracted from the Aberdeen Bank, on the 6th of May inst., in addition to £15,000 in notes of the Aberdeen Banking Company, the National Bank of Scotland, the Aberdeen Town and Country Bank, the Bank of Scotland, the Commercial Bank of Scotland, the British Linen Company, and the North of Scotland Bank, of which full publicity has been already given, several BLANK BILL STAMPS, signed "A. Morrice," the cashier of the said Banking Company of Aberdeen, but not countersigned by the Teller, so as to give validity to the same.

In order to prevent any improper use of the before-mentioned stolen bill stamps, notice is given that the subjoined list contains the whole of the genuine drafts of the Aberdeen Bank issued and remaining unpaid up to the time of the robbery, and that since that occurrence, in all drafts or bills of the bank, the signature, "A. Morrice," has been discontinued, and the signature, "Ja. Johnston, p. cashier," used in lieu thereof; bankers, bank agents, and the public are therefore cautioned not to receive or pay any bill or bills purporting to be issued by the said Alexander Morrice on behalf of the said Aberdeen Banking Company, and to be drawn by the said Alexander Morrice on any bankers in London, Edinburgh, or elsewhere, unless such bill or bills are contained in the subjoined list. And should any other bill or bills, signed by the said Alexander Morrice, and purporting to be issued on behalf of the said Aberdeen Banking Company, be presented, it is requested that the same may be detained, and the earliest information thereof given either to Messrs. Johnston and Farquhar, solicitors, 32, New Broad-street; Messrs. Rich and Master, solicitors, St. Mildred's-court, Post-office; Henry Goodard, Public Office, Bow-street; or John Forrester, Mansion-house, London; or to Messrs. A. and J. Cadellhead, Procurators Fiscal of the city of Aberdeen.

Advertisements have been already issued, offering a large reward for the apprehension of the perpetrators of the robbery and the recovery of the stolen property.

List of Outstanding Drafts drawn by the Aberdeen Bank on Sir R. C. Glyn and Co., London, and on Sir William Forbes and Co., Edinburgh, in bill stamp checks, signed "A. Morrice," cashier:—

On Messrs. Glyn and Co.
1836—June 18, No. 4-160, at ten days after sight, £120.
1837—Aug. 3, No. 4-458, at ditto, 1st and 2d of exchange, £12 9s. 10d.
Nov. 30, No. 5-48, at ditto, ditto, £370.
1838—Jan. 31, No. 5-103, at ditto, ditto, £5 0s. 6d.
Feb. 24, No. 5-120, at ditto, ditto, £1000.
April 23, No. 5-164, at ditto, ditto, £30.
March 28, No. 5-147, at twenty days after date, due April 20, £18 15s.
April 14, No. 5-160, at ditto, due May 7, £250.
April 28, No. 5-166, at ditto, due May 21, £100.
May 1, No. 5-167, at ditto, due May 24, £1000.
May 9, No. 5-168, at ditto, due May 28, £220.
On Sir William Forbes and Co.
1833—July 6, No. 1-854, at ten days after date, past due, £20.
1838—April 6, No. 1-497, at ditto, ditto, £21.
April 27, No. 1-498, at ditto, due May 10, £24.
May 2, No. 1-144, at ditto, due May 15, £421 7s.
May 15, 1838.

THE AUSTRALASIAN LOAN COMPANY.—Notice is hereby given, that applications for shares in this company will not be received after the 21st inst. By order of the provisional committee,
21, Tokenhouse-yard, London, May 16. F. BOUCHER, Man.

BRITISH (AGRICULTURAL) LOAN COMPANY.—The subscribers and the public are respectfully informed, that the PETITION to her Majesty Queen Victoria for a CHARTER of INCORPORATION for this company is now in the press, and will be forwarded to all the principal towns of this kingdom for signatures in the course of the ensuing week.
Company's offices, 27, Austin-friars, London, May 11. P. DE JERSEY, Sec.

WORTHINGTON TONTINE.—Eligible and Economical Investment, especially submitted to the notice of young persons or parents.—To be disposed of, by way of Tontine, an extensive Freehold Property in the above fashionable watering-place, in 1000 transferable shares at 10 guineas each, deposit one guinea per share.

TRUSTEES.
The Earl of Surrey, M.P. Harry Dent Goring, Esq., M.P.
Lord Fitzalan, M.P. Robert Holland, Esq., M.P.
Hon. C. Compton Cavendish, M.P. Captain G. R. Pecheil, R.N., M.P.
Thomas Farncroft, Esq. David Salomons, Esq.
Bankers—The London and Westminster Bank.
Consulting Counsel—Edward James, Esq.
Treasurer—David Salomons, Esq.
Solicitors—James M. Taylor, Esq., 3, Clement's-lane, Lombard-street, London; William H. Bennett, Esq., Worthing, Sussex.

This property consists of one of the most complete sea water bathing establishments in the kingdom, with an extensive club house, containing large assembly and reading rooms, recently erected at very great expense, and a fine plot of building ground, with extensive sea frontage; the whole producing, at maturity, to the fortunate survivors, a property, which upon a careful and accurate calculation, made by an experienced actuary, will amount in value (with accumulations arising from building leases, &c., if not invested or divided), to upwards of £100,000.

The title has been approved by an eminent barrister and conveyancer, and the conveyance of the property to the trustees, upon the usual and necessary trusts, arranged; and full powers are given to alter the trusts, make bye-laws, &c., according to the wishes of a majority of the shareholders. An abstracted copy of the deed of settlement will be furnished to every shareholder.

The principle upon which this tontine is to be governed, is, that every shareholder shall be at liberty to nominate one life for each share, which life may be that of himself, or any other person, and he may appoint the same nominee for every twenty shares he may hold.

Persons taking twenty shares, will have the option of becoming trustees, under whose management the property will be placed, and he also entitled thereby to some peculiar and valuable privileges; vacant trusteeships to be supplied by the shareholders.

One month's notice will be given to the purchasers of shares to nominate the lives to be registered, and to complete the purchase of shares; and the shareholder or shareholders of the life or lives registered, for the last twenty remaining shares, will immediately become absolutely entitled to all this valuable and improved freehold property, and all capital and accumulations; and a portion of the longest lives, will in the course of a very few years, enjoy a handsome income therefrom.

The rents and profits will be periodically divided among the existing shareholders, and as a responsible tenant offers for the whole property (taking the land on a building lease), at a clear rental of £500, this alone will secure an immediate return of at least 5 per cent.; and most probably, half the sum subscribed will thus be paid off by the end of the first seven years, and in future more in proportion.

Arrangements have been specially made, very advantageous to the shareholders, with a highly respectable insurance office, whereby, for a trifling premium all risk may be avoided, and any shareholder sinking all his returns, may secure an exceedingly beneficial investment.

It has been considered advisable to place the insurance at the option of the shareholders, as the premiums must vary for the different nominees, and they may also wish to extend the insurance, but they will be subjected to no inconvenience in keeping it up; and should any nominee, whose life has been insured, die within the first year, the shareholder, on surrendering all interest in the policy, may substitute another nominee, first insuring the life.

Due notice will be given of the appropriation of shares, but an early application is strongly recommended, especially to persons seeking family investment.

Application for shares, and inspection of title, plans, estimates, and for any further information, to be made to the respective solicitors in London, or Worthing, or to Messrs. W. Thompson and Co., 6, Waterloo-place, Pall Mall.

STEAM CARRIAGE AND WAGON COMPANY.

The Directors give notice, that the ALLOTMENT OF SHARES in this Company has been made, the Deposits upon which are required to be paid to the Company's Bankers, Messrs. Coutts and Co., on or before the 24th day of May, instant; or to the Commercial Banking Company, Liverpool; Messrs. Daintry, Ryle, and Co., Manchester; the Birmingham and Midland Bank, Birmingham; Messrs. Swan, Clough, and Co., York; Messrs. Sanders, Sons, and Co., Exeter; County of Gloucester Bank, Gloucester; Messrs. J. and R. Morell, Oxford; Messrs. Woodcock and Little, Coventry; Messrs. Bailie, Ames, and Co., Bristol; Halifax Banking Company, Halifax; Messrs. Latham and Co., Wakefield; Messrs. Mortlock and Co., Cambridge; Messrs. Beckett, Blayds, and Co., Leeds; East of England Bank, Norwich; Messrs. Pease and Liddell's, Hull; Messrs. Modding and Co., Southampton; Messrs. Hall, West, and Co., Brighton; National Provincial Bank of England, Bath; Messrs. Ward, Messrs. Merriman, Milborough; Devizes and Wiltshire Bank, Devizes; Berwick and Co., Worcester.—Information may be had of the Secretary, at the Temporary Office of the Company, 18, Moor-gate-street, London, if by letter, post paid.

WILLIAM SHAW, Sec.

Second Thousand.—Dr. MANTELL'S GEOLOGY.—This day is published, in two vols. foolscap 8vo., with numerous illustrations, price 15s. in cloth, lettered.

THE WONDERS OF GEOLOGY; or, a Familiar Exposition of Geological Phenomena; being a Popular Survey of the Principles and Discoveries of Modern Geology.

By GIDEON MANTELL, LL.D., F.R.S., &c.

Author of the "Geology of the South East of England," &c.

"For the general reader, the style of these volumes is so agreeable, the explanations so clear, and above all, the subjects so extraordinarily interesting, that he cannot do better than purchase and study them."—Times.

London: Relfe and Fletcher, 17, Cornhill.

This day is published, price One Guinea, in cloth, lettered, the Fifth Edition, considerably enlarged from the Fourth Edition, and with new sections and cuts, of

AN INTRODUCTION TO GEOLOGY; intended to convey a Practical Knowledge of the Science and comprising the most important recent Discoveries; with explanations of the Facts and Phenomena which serve to confirm or invalidate various Geological Theories.

By ROBERT BAKEWELL.

London: Longman, Orme, and Co.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL.

SCIENTIFIC AND RAILWAY GAZETTE, price 1s.—The May Number is illustrated with numerous wood engravings, and contains—M. Gay-Lussac's Analysis and Opinion of the Fuel used for Joyce's Stove; Blasting of Rocks by Galvanism; description and drawings of a Timber Bridge (150 feet span) over the River Tees; Potomac Aqueduct; New Road Roller; Hague's Patent Hydraulic Machine for Raising Water out of Mines; Architectural Criticisms; by Ralph Redivivus; Proceedings of the Royal Society, Institutions of Civil Engineers and British Architects, and the Architectural Society; Reviews of several new books; Progress of Railways, Steam Navigation, and Public Buildings, Parliamentary Proceedings, List of New Patents, and a variety of communications.

Published at 57, King-street, Westminster; H. Hooper, Pall Mall East; Groombridge, Panyer-alley; and to be had of all booksellers and newsmen.

LONDON AND SOUTHAMPTON RAILWAY.—The public

are informed, that the RAILWAY will be OPENED on Monday, the 21st instant, for the CONVEYANCE of PASSENGERS and PARCELS from London to Woking-common (near Guildford) and to the intermediate places.

The times at which the Trains will start are as follow:—viz.

FROM LONDON.	FROM WORKING COMMON.
Morning 8	Morning 7 1/2
Ditto 10	Ditto 9 1/2
Afternoon 1	Afternoon 1
Ditto 3 1/2	Ditto 3 1/2
Ditto 6	Ditto 7

Except on Sundays, when the Trains will start—

FROM LONDON.	FROM WORKING COMMON.
Morning 7	Morning 7
Ditto 9	Ditto 9
Afternoon 5	Afternoon 5
Ditto 7	Ditto 7

The fares will be charged as under:—viz.

FROM THE TERMINUS AT NINE ELMS.	1ST CLASS.	2D CLASS.
To Woking-common 20 5 0	20 5 0	20 5 0
To Weybridge 0 4 0	0 4 0	0 2 6
To Walton 0 3 6	0 3 6	0 2 3
To Ditton Marsh 0 3 0	0 3 0	0 2 0
To Kingston 0 2 6	0 2 6	0 1 6
To Wimbledon 0 1 6	0 1 6	0 1 0
To Wandsworth 0 1 6	0 1 6	0 1 0

No fee or gratuity will be allowed to be received by any servant of the Company.

By order of the Directors, WM. REED, Sec.

N.B.—Omnibuses will convey passengers to and from the company's stations at Nine Elms, near Vauxhall, from the following places, viz.:

look to private companies, where caution, judgment, and economy are generally exercised throughout; and here we shall find the success (although comparatively seldom brought before the public eye) to be well deserving of attention. If similar success has not attended public companies, and more especially recent ones, the only reason that can be assigned is, that they have originated in periods of excitement, and that the requisite discrimination and economy has been wanting—causes which might now certainly be avoided, and which are perfectly extraneous and foreign to the absolute merits of the subject.

The general result of mining operations, when commenced with due caution and discrimination (as indeed they ever ought to be), must be acknowledged by all who are conversant with the subject, to be highly favourable—in many cases brilliant and successful in the extreme. As a convincing proof of this, let any one look around upon the gentry, or even the aristocracy of our mineral districts, and they will at once recognise, in the ample fortunes possessed by these individuals, the successful results of mining adventures, when cautiously and legitimately conducted. At a period like the present, when speculation is active, and capital abundant, facts like those to which we have adverted should be duly borne in mind, nor should the sources of unbounded wealth contained in the bosom of the earth remain, as we now see them, capriciously and ungratefully neglected.

The long-continued prevalence of easterly winds, so common at this period of the year, has for some time past prevented the receipt of the usual reports of Foreign Companies, and occasioned this branch of our Mining intelligence to get considerably in arrears. During the last week, however, Packets have arrived both from Mexico and Brazil, and we have therefore at the present moment an unusual influx of mining correspondence—more, indeed, than space will this week allow the insertion of. Under these circumstances, therefore, we have endeavoured to select the most important information, reserving the remainder till next week, when we hope that our double sheet will allow us to bring up all arrears both of this and other matter.

The rejection of the Ministerial plan for the construction of railroads in France, of which a notice will be found in another part of our columns, is an event of considerable importance to our continental neighbours, and intimately connected as the two nations now are, it is by no means impossible that the consequent reaction may even affect ourselves. The monopoly both of power and patronage aimed at by the Government, has sustained a most severe defeat, and the resolution of the country to follow the example which England has set, of the construction of railways by the exertions of private individuals, has been most triumphantly declared by the vote of its Deputies. The return of the money subscribed to the respective shareholders, and the uncertainty and delay in which the whole system has now become involved, must produce considerable sensation among the French capitalists, and it is difficult indeed to foresee the ultimate results of the present singular position of affairs.

THE FUNDS.

CITY, FRIDAY EVENING.

Spanish Bonds, with the May Coupons, 22½; without the Coupons, 21. Passive Bonds 5½; and Deferred 8½. Portuguese Old Five per Cents 7½; New Five per Cents 37½; and the Three per Cent. ditto 25½. Brazilian Bonds 79½; Chilean 31; Colombian 28½; and Mexican Six per Cents 28½. Belgian Bonds 101½; Dutch Two-and-a-Half per Cents 54½; the Old Fives 100½; and the New Loan 98½. Great Western Railway Shares 29½ 30 pm.; Brighton 3 pm.; Blackwall 1 pm.; Birmingham 80 pm.; and the Quarter Shares 24 pm.; Greene with 4 dis.; Southampton New Shares 20½; Croydon 3½ dis.; and th. Scrip 2½ pm. Claridge's Asphalt Shares 9 10 pm.; British 3 pm.; United States 1 pm.; Bastenne's 4½; Robinson's 3 dis.; and Poloncean's 3½ pm. British Iron 39 dis.

Colonial Bank Shares 3 pm.; ditto Scrip 3½ pm.; British North American 3½ pm.; London and Westminster 1½ pm.; National Provincial Bank of England 4½ dis.; and the ditto New Shares 1½ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94½; Exchequer Bills, 77 79 pm.; East India Bonds, 67 69 pm.; Dutch Five per Cents, 100½; Ditto Two-and-a-Half per Cents, 54½; Portuguese Five per Cents, 37½; Ditto Three per Cents, 25½. Railways:—Brighton, 2½ prem.; Great Western, 29½ 30 pm.; London and Birmingham, 80 82 pm.; New, 23½ 4½ pm.; Southampton, 44 45 per share; New, 20½ 21½ pm.

TAURO, MAY 17.—Average standard, 1137. 13s. 0d.—Average produce, 74.—Average price, 51. 9s. 0d.—Quantity of ore, 2954.—Quantity of fine copper, 215 tons 1 cwt.—Amount of money, 16,322. 9s. 6d.—Average standard of last sale, 1111. 14s.—Produce, 8½.

LIVERPOOL SHARE MARKET, MAY 10.—Much depression has existed in the market to-day, and the transactions extremely limited—1097. pm. offered for Grand Junctions. London Quarters offered at 25½ pm. There are buyers of Asphalt Shares and sellers of Poloncean at the last quotations. 11.—Nothing has occurred to-day in the market worthy of remark; there are buyers of Chester and Crewe at the last quotations; there is also a trifling inquiry for Chester and Birkenhead; Brightons have declined to 15s. pm. 12.—The news of the depressed state of the London market per this day's mail, has caused a corresponding effect here, and railway stock generally is offered at lower prices. Eastern Counties were done soon after the arrival of the London news, at 25s. dis., but have since rallied a little; the Asphalt Shares are very dull, and reduced prices have been accepted. 14.—There has been more business doing to-day, but the prices given extremely low. The Asphalt Company has opened with very low prices, but have since rallied. 15.—The market to-day was decidedly firmer before the arrival of the London news, since which it has been rather dull. There are buyers of London and Southampton at the last quotations. Par offered for Brightons. 16.—The market is firm to-day, although few transactions have taken place. Eastern Counties and London and Brightons have been in demand at low prices, at which there appears little disposition to sell.—Gore's Liverpool Advertiser.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 15th inst., was as follows:—Gold coin to Philadelphia, 90 oz.; ditto to New York, 589 oz.; silver coin to South Australia, 3220 oz.; ditto to Rotterdam, 14,000 oz.

MONMOUTH AND GLAMORGAN BANK.—We understand that arrangements have been made for opening a branch of this establishment in the rising town of Bridgend, where a rich and extensive mineral district, hitherto almost unknown, is coming into operation. This bank must meet with favour wherever it goes, for a more respectable board of directors is not to be found in the kingdom. It consists of six gentlemen, five of whom are in the commission of the peace for this county—one has just completed the year of his Shrievalty—another is a popular M.P., and three are deputy-lieutenants, two of them having just received their commissions.—Merlin.

MINING CORRESPONDENCE.

ENGLISH MINES.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 14.—The Forty-two Fathom Level (east from Buckingham's shaft).—The lode in the end is about twelve inches wide, composed of fluor-spar, peach, and yellow ores. The Forty-two West.—Lode about ten inches wide, composed of fluor-spar, peach, and muddle. The Thirty South (on Hodge's cross-course).—The ground continues steady; the water coming out of the end is producing oxide, and making the timber very green, which is an indication of our being near a lode. The Thirty East, on the middle branch.—Lode about six inches wide, composed of green and black ores. The Thirty East, on the south branch.—Lode about ten inches wide, about six inches of which are good black and grey ores. Wilkinson's Engine-Shaft.—The lode is about three and a half feet wide, composed of gossan, spar, grey and black ores, and has a more promising appearance than we have seen it before. South Adit Shaft.—Sunk four fathoms four feet nine inches in the past month—ground rather hard. M. WILLIAMS.

ST. HILARY MINING COMPANY.

May 12.—The lode in the engine-shaft continues the same as when I reported last week. Sixty Fathom Level East.—Lode about twenty inches wide, producing good ore. Sixty Fathom Level West.—Lode ten inches wide, with good stones of ore. Fifty Fathom Level East.—Lode improved in size this week, producing stones of ore. Fifty Fathom Level West.—No alteration. The pitches are looking much the same as last setting-day. C. H. RICHARDS.

GWINEAR MINING COMPANY.

May 12.—The engine-shaft will be down to the thirty fathom level on Tuesday next, when we shall commence driving towards the lode. We shall no doubt cut the lode this month, but I fear not see sufficiently of it to give an opinion by the meeting. In the twenty fathom level west the lode is two feet wide, producing good stones of tin. The slope in back of said level continues to improve, and I can say it is a good course of tin. Ten Fathom Level East.—No alteration. We have two men stoping in the back of the said level. The lode is very rich. C. H. RICHARDS.

HOLMURSH MINING COMPANY.

May 14.—The ground in the engine-shaft is much the same as last reported—very hard. The ground in the seventy cross-cut south towards Flap-jack lode is improving for driving, being composed of a favourable Kias strata. In the sixty-two fathom level west the branches are expanding, and impregnated throughout with copper ore, but the ground here appears to be much disordered and confused, occasioned by an intersecting slide. The lode in the fifty-two fathom level west is large, composed of quartz and muddle, with spots of ore, but not rich. In the eighty fathom level west, and the other apartments, we have been since last reported desuing the lode. The tribute pitches are just as usual, looking well. We have commenced carrying our ore to Caltock quay. We intend sampling on the 24th and 25th of this month a quantity of ore, about 110 tons. F. PHILLIPS.

TAMAR SILVER LEAD MINING COMPANY.

May 14.—The lode at the 135 fathom level north has made no considerable improvement during the past week; it is not, however, without ore, and certainly presents a favourable appearance—the ground continues much as usual. Driving south, at the same level, the lode is from twelve to fourteen inches in width, producing stones of ore—the ground at this level is hard. At the 105 fathom level south, the lode is about six inches big, and still productive of ores. We are at present desuing the lode at the eighty-five fathom level, and therefore cannot judge correctly of its quality, but I have no reason to doubt of its ultimate proceeds, as appearances are favourable. In the winze sinking from the eighty-five to the ninety-five fathom level, the lode is from four to six inches big, producing silver lead ores. The pitches generally are without any material alteration. We hope to sample on Monday next from fifty-five to fifty-eight tons of rich ores. MARK JAMES.

CORNBURIAN MINE.

Chicerton, May 12.—Our new engine-shaft is down to the thirty-two fathom level. We expect to set the pit to cut on Monday next. The winze from the sixteen fathom level to the twenty-four fathom level we expect to hole on Monday. Our twenty-four fathom level west from new engine-shaft still looks kindly, and we shall set a pitch in the back of this level as soon as the winze is holed, and we expect to hole this level in the course of ten days to the twenty-four fathom level from old engine-shaft—the ground has been harder of late. In our winze on the west counter the lode is not so well as it has been; the lode is underlaying three feet in a fathom upwards; it did not underlay more than eighteen inches, but this winze will be holed in the course of three or four days. We expect to have more tributaries working in a short time. We have now thirty tons of lead to surface, which will be dressed in the course of a few days. J. BORLASE.

BRITISH TIN MINING COMPANY.

May 14.—Twelve Fathom Level.—The ground in this end is easy; the lode on Saturday was very poor, but to-day some tin has been discovered. We are about leaving this present lode to get under Robert's shaft, and to intersect the lode we have in the shaft, and I think it will drain it in a short time—in drilling the ground I find we have about ten fathoms to the shaft. We have sunk about 2 fms. 3 ft. in Robert's shaft, which will go through the shaft, and we were immediately obliged to stop. Agreeably to your order we have commenced clearing the Trevelour adit. J. BRAY.

EAST WHEAL STRAWBERRY MINING COMPANY.

May 14.—We have dropped the lifts at Old Trewithen, as adverted to last week, and have fixed the greatest part of the pit work, since which the shaft-men have been occupied in arranging the work in the new engine-shaft. The carpenters I believe will finish the flat-rods from the new engine-shaft to Trewithen about the middle of the week. The masons have completed the different bob pits, and are now engaged in building the boiler-house, which will probably occupy them about a fortnight. The engineers are getting forward with their work, and fully believe the engine will be again in activity by the end of the current month. The underground operations are looking quite as well as last week. F. EVANS.

EAST CORNWALL SILVER MINING COMPANY.

Callington, May 1.—This instant I have again visited this mine. At my last inspection (a month since) I had some hopes, and reported to you as such, that there appeared then a chance of our meeting with some pretty good silver ore ground, at a shallow level; my opinion, however, was principally formed from reports handed me by some miners said to have been employed in that part some years ago, and had given me encouragement that there still remained good to be done, by clearing out some old workings, &c.; not willing (as I considered) to let slip the remotest chance of success, we agreed to set our men to work, and very soon found to our disappointment that such favourable statements were quite groundless and untrue. I believe not half a crown's worth of ore can be got for an expense of twenty shillings. Now it is my decided opinion, after all we have done, and I assure you not a stone, comparatively speaking, has been left untuned, that this mine cannot be recommended as worth working, even at a speculation. We have tried or explored almost in every direction, and on the different lodes, but without (from present appearances) the least chance of remuneration, and so far as I am capable of judging, I have again presented you with an accurate account of our present situation. R. ROWE.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Gongo Soco, Feb. 13.—Gold produce from 8th to 17th February (nine days).—Stamps, 10 lbs. 4 oz. 2 dwt. 25 grs.—16 lb. 10 oz. 6 dwt. 10 grs.—Total from 1st January to 17th February, 149 lb. 10 oz. 18 dwt. 6 grs.

Important as the results are which have been obtained from our works in the west, our progress in the east has been marked by results of still greater importance. In the forty-one fathom level strong indications have been traced of the continued progress of the gold downwards in its regular course, and the surmise which these indications led to, that the suppositions entertained of the termination of the jacotinga in depth between the forty-one and forty-eight fathom levels was erroneous, has been fully confirmed by the discovery of the bed of jacotinga existing at Vesey's shaft, under the hard rock by which it was thought that it had been cut off; this occurred at a depth of fifty five fathoms, seven of which had been sunk through the rock itself; this fact has satisfactorily removed all doubts as to the continuation of the jacotinga formation in depth, and there is now reason to hope that our future experience in the further prosecution of our works will show that increasing richness, at increasing depth, which is the general characteristic of mines in the old world, is found to belong to mining in this part of the globe also. We have thus two new mines, and which open a field for operations sufficient to occupy alone, for a great number of years, the labours of an extensive establishment, and to supply food for a considerable number of stamps, without taking into account the remnants from former operations. G. V. DUVAL.

NATIONAL BRAZILIAN MINING COMPANY.

Extracts from the letters of Messrs. Goodair and Treinar to the 17th Feb.:—Cuiabá.—The stone is looking very promising; the gold being visible in several places. Coraas.—We expect in a few days to cut the Caxorinha vein, which appears to be on a different stratum to that on which we had previously been working. Produce from the 18th Jan. to 17th Feb.: 26 marcos 0 7 16.

BRAZILIAN COMPANY.

Gold return from 13th January to 16th February, 47 lbs. 6 oz. 17 dwt. 5 grs. We are compelled to defer the correspondence till our next.

REAL DEL MONTE MINING COMPANY.

March 1.—I am glad to state that the silver produce for February month was fifty-two bars, or four bars more than the estimated number.

Estimate of costs and returns for March month, comprising five weeks:—
Regla mines—Aviadores adit and branch mines..... \$21,700
Stores, including 188 bottles of quicksilver purchased..... 29,560
Charges on produce..... 8,000
General expenses, transport, &c..... 6,400
Haciendas and English salaries..... 17,500

Estimated returns (75 bars)..... \$83,160
Profit..... \$9,090

In reference to the above, I would observe, that our comparatively low amount of profit arises chiefly from our purchases of quicksilver and other stores. The court will see that the mines cost now, and for some time past have been very little increased, notwithstanding the augmented produce.

I herewith beg to forward the annual inventory and valuation of the company's stores, taken on the 1st of January last, amounting to \$372,320 1 3—steam-engines, pitwork, and machinery at the mines not included, but including the hacienda, machinery, and net value of ores, showing an increase in the latter year of \$159,410. It will be seen by such showing that however the account may appear for the last year, a large sum has been created by and absorbed in the concern, forming the additional capital which had become necessary from its increased and extended operations. It should be further observed, that the capital in question refers only to stores, &c., which can be realised. The costs of Guadalupe shafts' restoration, buildings, reservoirs, aqueducts, &c., roads and bridges, together with sundry buildings, &c. at the haciendas, amounting to between \$40,000 to \$50,000 have also been drawn from the company's resources during the last year, but not included in the inventory.

March 3.—San Ramon shaft had been reached at the adit level and was found dry. The badness of the air has prevented much progress lately. In the Esperanza level, west of the Dolores' bottoms, have lately driven through fourteen varas of good ore—making about thirty-five varas in length of ore ground west of San Juan winze. During the last month have raised from the tutwork bargains in and about Dolores' bottoms, thirty-five cargas of smelting ore, worth about thirteen or fourteen marcos per monton, leaving in different places some good points to be worked by the barrerera when they are required. Respecting the estimated value of the ores between San Miguel and La Cruz levels, made last year, it will be seen that it was not an exaggerated one, having been then represented at \$1,000,000. The silver produce of last year, all of which, with a trifling exception, was taken from the ground in question, was about \$700,000, and as we have still a large piece of ore ground standing, it will be found that the amount realised will exceed the estimate.

BOLANOS MINING COMPANY.

Veta Grande, Feb. 19.—Everything has been done on my part to carry into execution the wishes of the court, in retrenching every unnecessary expenditure in this negotiation; many reductions have already been effected, and as opportunities offer, others will be gradually introduced, and every attention shall be paid to carrying on the business of the negotiation (as far as I can effect it) with the greatest economy. The accompanying monthly report for January will put the directors in possession of the state of the negotiation, which it is much to be regretted, offers such an unfavourable aspect; the loss apparent on the result of the month is small, and I hope will cease entirely, but other than small profits are no longer to be expected.

CANDONGA MINING COMPANY.

Candonga, Feb. 1.—Mina de Pedra Bottoma.—Our operations in this part of the mine have not been attended with the success which the appearance of the lode at certain times led us to expect; in the early part of the month we had a very promising lode, but coming suddenly in contact with the cross-course, destroyed our hopes; we then proceeded to sink on the course of the ore ground, when the lode again presented itself favourably, and good samples were extracted, but I am sorry to say that we were a second time disappointed, by meeting with a slide, as mentioned in my last report of 20th ult.; we have since cut under the slide, and found the lode having at present a far better appearance than at any time before during the month; these impediments have caused the diminution of our monthly produce.

Mina Mestre Shaft.—Our great progress in Moore's level has certainly exceeded any thing hitherto done in this mine, having driven on the line of the branch thirty-nine fathoms. Our advancement had been interrupted by a cross-course, which heaved the lode or branch as mentioned to you in my report of 20th ult.; since then, we have met with a second cross-course, beyond which the lode or branch has not been found, besides the thirty-nine fathoms; three fathoms have also been driven in search of the branch, making a total of forty-two fathoms.

Thirty-seven Fathom Level West.—Very little has been done in this level during the month, as the men who were employed here are now working in Whitford's winze, which is being sunk on the Mina de Pedra branch, as before mentioned; four fathoms four feet have been sunk during the month.

Deep Adit.—Thirty fathoms have been driven on the course of the jacotinga, which probably may be the same as that in the mine, as it is gradually turning more in that direction. J. DAILEY.

Feb. 2.—By the above report, you will be put in possession of the several casualties, which have interrupted us in the Mina de Pedra bottoms, however, it is satisfactory to see that these are likely to prove temporary, and not lasting evils; finding the lode under the slide should surely encourage us, but beyond this, we are additionally pleased to find it wearing a far better appearance than at any time before during the month. You will, perhaps, be astonished, but certainly pleased, to find such good labour done in Moore's level, forty-two fathoms during the month would seem a tremendous task, but the men have exerted themselves, and their efforts deserve my approbation; seeing that this work is one of immediate necessity, their earnings will be great, but where there is activity encouragement should follow it. The new course in the deep adit seems to advance satisfactorily, here also I have to observe, that the pair of men employed are not less deserving of commendation than those of whom I have already spoken favourably, viz., the pair in Moore's level. By selecting these I do not intend to be partial, all have satisfied me, and the quantity of work done will show you that we have every disposition to accomplish the ends which the association are supposed to have in view.

The gold returns are not so flattering as some months previously reported to you, but coping the fact of 15 lbs. 2 oz. 8 dwt. 13 grs., with the promising appearance of the lode, I see no reason to anticipate any failure whatever. A. F. GOODBRIDGE, M.D.

	lbs.	oz.	dwt.	grs.
Total up to 3d January	190	5	16	5
" " to 1st February	15	2	8	13
Total	205	8	4	18

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Feb. 2.—I have now the satisfaction of informing you that the Lyon stamps commenced her daily work on the 31st of January, with all thirty heads, at an average of sixty-six blows per minute for each stamp head, which rate she still continues. She is in every respect a fine and beautiful piece of machinery, and reflects very great credit on John Rouse, her architect, and she is, as I wished her to be, creditable to the establishment. We have now forty-two heads working, which are entirely supplied from the United Mines, and there is every prospect of being enabled to keep them (and six more, which are now at the Viñagrad) supplied with ore during the present month, and not to diminish the number during the next or any following month—to have arrived thus early at this result is satisfactory. The Lyon stamps continue to work beautifully, at a good pace of sixty blows per minute and upwards; there is nothing to alter, but there are six things to add to render her complete, as I stated in my last.

C. HERRING, JUN.

The produce of gold up to the 30th January is 3507 oits.

MINAS GERAES MINING COMPANY.

Morro das Almas, Feb. 17.—During the last nine days we have extracted ore from the slopes of the bed only, and submitted it to the stamps which were at work, deducting stoppages eight entire days. The produce from ninety-eight and a half tons stamped was low, giving somewhat more than a quarter ounce per ton. This low rate of produce from the slopes is principally owing to an unproductive body of the bed extending over the whole range of the slopes, and to several feet in depth in this extent of the bed we have not met with any prill, and scarcely any small gold was visible in the mine, whilst before reaching this body, frequently prills and small gold was met with; although working to a very limited extent, this part of the bed now at work has preserved the same appearance as formerly, and no mineralogical difference is perceptible in its nature, with the exception that it had been somewhat harder. The slopes are carried on wider than they formerly were, being from six to ten feet instead of from three to five, and this has also considerably influenced the relative poorness of the ore from the slopes, since on some places the gold does not extend very near to the walls, although they may be impregnated with ore of oxide of iron and quartz to an extent of several feet.

ANGLO-MEXICAN MINING COMPANY.

Guamualto, Feb. 23.—San Lorenzo does not show any decided signs of improvement in the workings of the cross-cut of San Juan, and the upper parts of the mine have been left by the buzoneros, who give the preference to Amunion. In this last-mentioned mine the pumps were found so ineffective

that the malcata on the Santa Ursula shaft has been set to work, and the water has by this means been considerably lowered. The new cross-cut of San Jorge is a valuable work for the purpose of drainage, because, instead of having to raise the water to the mouth of the shaft, it is delivered at the mouth of the cross-cut, which is about fifty yards below the surface, and from thence runs into the ravine through the adit level. We have every reason to expect that the extraction of ore from this mine will materially increase as soon as the several points already discovered shall be put into a safe condition for working. At Sirena the hacienda workings during the last two weeks have fallen off very much, and of course the sales also. The following is the weekly result:—

		Memora.		Mine share of sale.	
Week ending Jan. 20.	8,878 2 11	8,878 2 11	8,878 2 11	8,878 2 11	8,878 2 11
" 27.	769 7 10	769 7 10	769 7 10	769 7 10	769 7 10
" Feb. 3.	741 0 1	741 0 1	741 0 1	741 0 1	741 0 1
" 10.	1039 4 0	1039 4 0	1039 4 0	1039 4 0	1039 4 0
" 17.	931 5 6	931 5 6	931 5 6	931 5 6	931 5 6

I have ordered the expenses to be reduced again, in consequence of this unexpected deterioration, and therefore hope and expect that the deficiency will not be so great in the present week. The haciendas are at full work.

UNITED MEXICAN MINING ASSOCIATION.

Mexico, March 3.—*Mine of Rayas.*—I beg to refer the court to the enclosed general monthly report of Mr. G. R. Glennie, on the said mine, and carried down to the 15th ultimo. My latest advice from him are to the 26th of the same month, when no particular alteration had taken place since the date of his afore-mentioned report, either in the workings, or general produce of the mine, nor had any improvement whatever manifested itself in San Cayetano. The produce of picked ores from Purisima, San Cayetano, and San Miguel, from the 13th of January to the 10th of February, gives an average of 962 cargas per week, of about the same quality and value of the preceding four weeks, and considered to be equal to the expenses of the mine, and hacienda reduction charges, consequently the produce or portion derived from the sale of ores on joint account with the buscones, becomes the net profit arising out of the operations of this mine at the present moment. Of these sales there have been four during the aforesaid period, which, together, have produced the sum of \$45,244 3, or \$11,311 per week, divided between the buscones and the mine. The sales since then, say on the 16th and 23d ultimo, have fallen at least one-half in amount; the two together, not exceeding more than about \$14,000, in consequence of the ores having proved of less value and quantity. With regard to the produce of picked ores from the points working solely for account of the mine, there has been very little difference in these weeks, as compared with the preceding period, the quantity since the 10th ultimo, having averaged 902 cargas weekly.

March 5.—The return correspondence for the December packet having been detained until to day, I am afforded the opportunity of transmitting to the court the following extract of a letter just received from Mr. G. R. Glennie, dated at Guanajuato the 2d instant. "Rayas is not looking very brilliant at present. The vein in the Paraisima is very apt (that is unfavourably compact), and consequently there is very little apollido ore coming out, and the sale (on joint account with buscones) to day, will, I think, be considerably below the two last; but the ley of the tortas in the patios of the haciendas is going up."

Under date of the 27th ultimo, Mr. Hoffman writes to me that there was nothing new in law matters at Zacatecas, nor have I any thing of a novel nature to add hereto, with relation to those in the supreme court here, or in reference to the expected treasury orders on the Custom-houses against the government claims.

Remittances.—I have instructed Mr. G. R. Glennie to forward by the conduct appointed to leave Guanajuato to-morrow for Tampico, the sum of \$30,000; a part of which, say \$6566, will be applied to the payment of a liability there for iron and steel purchased by the association, and the remainder will be shipped as in former instances, to the order of the chairman, to the credit of the manager against the amount of "capital supplied."

Statement showing the outlay and returns in respect of the mine of Rayas, from 29th October, 1836, to the week ending the 10th February, 1838, and the value of ores on hand:—

Amount of surplus on 29th October, 1837 \$103,349 1 5

Outlay from 29th October, 1837, to 10th

February, 1838..... \$250,616 6 2

Returns during the same period 337,394 3 5 — 86,577 5 3

Value of ores at Haciendas belonging to the mine:—

Hacienda of San Matias..... \$24,418

Hacienda of Barrera..... 48,399

At the Mine of Rayas..... 9878 — 82,695 0 0

Total surplus..... \$272,621 7 0

J. N. SHOOLBRED, Man.

[To be concluded in our next.]

We are compelled to omit the reports from the Colombian and Zacatecas agents, and also several English Mines, which shall be given in our next.

VICTORIA IRON WORKS.—On the 7th inst., the workmen at Aber-

carne, employed by the Monmouthshire Iron and Coal Company, pre-

sented a handsome silver cup to Roger Hopkins, Esq., managing director

of the company. The inscription on the cup is as follows:—over Mr.

Hopkins's crest is his family motto, "Heb Dduw, heb Ddim, Ddw a

Digon."—"Cywreideb, Ymdrech, a Challeb." Presented to Roger

Hopkins, Esq., M.R.I.C.E., Abercarne and Victoria Iron Works,

by his countrymen and faithful workmen at Abercarne, as a small token

of respect for the benefit he has conferred on the country in general by

his exertions. May 7th, 1838."

ARBROATH AND FORFAR RAILWAY.—This railway is expected to be

opened early in August.

GREAT WESTERN RAILWAY.—This company, after calling up 65L per

share, has easily taken up on loan the £33,333L 6s. 8d. as empowered

by the act; and is now successfully borrowing at 4½ per cent. the remain-

ing 35L per share, precluding the possibility of further calls being made

on the shareholders till after the expiration of the five, seven, or ten years'

terms of the loan debentures have expired. This is the only case of a

company having been able to borrow so early; and although they do not

want the money just yet, the directors are quite wise in availing themselves

of the present facilities in the money market.—*Bath Guardian.*

BRISTOL AND EXETER RAILWAY.—An application for an act to form

four branches passed the Commons' Committee last week, by one of which,

to the great coal-field at Nailsea, it is expected that Bristol will be sup-

plied with coal 30 per cent. cheaper than at present.

SHEFFIELD AND ROTHERHAM RAILWAY.—The works on this line

are proceeding with great rapidity, and to the entire satisfaction of the

directors. A good portion of the permanent rails are already laid, and it

is expected the railway will be finished in August next. The five-arched

viaduct at Blackburn Brook is now completed, and is the largest piece of

masonry on the line, as well as a substantial and neat building. Work-

men are erecting bridges over the canal belonging to the River Don Com-

pany, and over the River Don. The former will be a stone bridge, and

is expected to be the handsomest on the line. The latter will be a timber

bridge.—*Sheffield Iris.*

RAILROADS IN FRANCE.—The recent vote of the French Chamber of

Deputies, by which the ministerial bill for the construction of railroads

has been thrown out by a very large majority, would appear by the letters

from Havre to have made an extraordinary sensation throughout the

northern department of France. In consequence of this vote, the whole

of the proposed railroads from Paris to Brussels, Rouen, Havre, Dieppe,

Orleans, &c., are now to be postponed for another entire year; for the

Chamber having refused to allow the government to have the promotion

of any one of the lines, the ministers, on the other hand, have refused to

submit to so great a blow to the old system of patronage and centralisa-

tion; and, having pressed the bill to a division, have sustained the

greatest defeat which has been given to the throne of July. The conduct

of the government is most severely censured in the northern and man-

ufacturing districts of France, where several extensive companies had been

formed and many millions of pounds subscribed for the construction of

the required railroads from Havre and Dieppe, respectively, to Paris, by

way of Rouen: all excellent lines, passing through the manufacturing

departments, and very valuable to the commerce both of England and

France. In consequence of the loss of the ministerial bill, the money is

to be returned to the shareholders of those various companies, and the

whole system of railroads in France is left to the uncertainty of another

parliamentary campaign. In another year a bill for the authorisation of

the companies will, it is thought, be passed, when the various railroads

will be constructed more economically, and in a much earlier period of

time, than though the "noble army of 500 government engineers" had

been allowed to go to work in the course of the present year. Connected

as the northern lines are with our own railroads from London to the

coast, and extensive as the consequences are expected to be on the trade

between England and France, it is, however, impossible to notice without

considerable regret the postponement and uncertainty of the whole French

railroad system, which now must occur for another entire parliamentary year.

FROM THE LONDON GAZETTE,

Tuesday, May 15.

BANKRUPTCY ANNULLED.

Alexander Hawkins, Chiswell-street, Ironmonger.

BANKRUPTS.

R. Davis, Watling-street, linen-factor. [Robinson, Queen-street-place, Upper Thames-street.

W. Redgrave, Great Queen-street, Lincoln's Inn-fields, brass-founder. [Catlin, F. T. Cooke, Queen's-row, Pimlico, tobaccoist. [Bedford, Calthorpe-street.

F. Morgan, Long-acre, linen-draper. [Lloyd, Cheapside.

W. F. P. Bryant and H. J. Peake, Tythe-street and Laleston, Glamorganshire, ironmasters. [Taylor, North buildings, Finsbury-circus.

J. Jones, Whitechapel-road, and High-street, Wapping, rope merchant. [Hutchinson, Crown-court, Throgmorton-street.

T. Smith, Stockport, Ironmonger. [Bowet and Back, Chancery-lane.

J. Murrell, Brighton, coach maker. [Galsworthy and Nichols, Cook's-court, Lin-

coln's Inn.

J. Winzar, Fordington, Dorsetshire, mason. [Rhodes, Bevor, & Lane, Chancery-

E. and H. James, Kidderminster, and Forge, Shropshire, butchers. [Westmacott, South-square, Gray's Inn.

H. Dickinson, Sheffield, nail manufacturer. [Tattershall, Great James-street.

G. and S. Seccombe, Tavistock, and Hyde, Cornwall, tailors. [Jones, Size-lane.

E. Mackell, Woolley, Herefordshire, carrier. [Robinson, Queen-street-place.

R. Marshall, Bristol, carpenter. [Hicks and Co., Bartlett's-buildings, Holborn.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or

before June 5.

J. J. Schenck, Nottingham, lace manufacturer.—J. Slingsby, Moston, Lancashire,

cattle dealer.—P. S. Frost, St. Thomas the Apostle, Devonshire, surgeon.—R. T. Bal-

guy, Derby, money scrivener.—G. Bryant, Winterbourne, Gloucestershire, maltster.

—D. Hogarth, sen., Great Yarmouth, coach proprietor.—W. Cottrell, Birmingham,

plater.—H. Mopsey, Oxford-street, Ironmonger.—K. Fenner, London-street, Fen-

church-street, corn factor.—T. W. Brighton, Cheltenham, draper.—S. Gower, Dept-

ford, wine merchant.

Friday, May 18.

BANKRUPTS.

H. Lloyd, Old Bond street, draper. [Turner and Co., Basinghall-lane.

A. Abraham, Lane-end, Staffordshire, druggist. [Dean, Essex-street, Strand.

W. Grantham, Kingston-upon-Hull, mercer. [Holmes and Co., New Inn.

T. Robson, jun., and J. Grove, Stoke Hall, Staffordshire, porter-mechanics.

[Hyatt, Newcastle-under-Lyme.

C. Wake, South Brewham, Somersetshire, cattle-dealer. [Burfoot, King's Bench-

walk, Inner Temple.

C. Cooke, Birmingham, grocer. [Chaplin, Gray's Inn-square.

T. Robson, Whitelands-grove, Stafford, wine-merchant. [King, Furnival's Inn.

R. Ferguson, Petworth, linen-draper. [Blackmore and Senior, Mitre-court cham-

bers, Temple.

J. Wallwork, Chorwell, Lancashire, druggist. [Johnson and Co., Temple.

W. Stephenson, Leeds, woollen-draper. [Woodhouse and Conell, King's Bench-

walk, Inner Temple.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or

before June 8.

W. Bridger, Petworth, Sussex, grocer.—G. Richmond, Rinton, Staffordshire,

miller.—T. Linsell and W. Linsell, Piccadilly, tailors.—J. H. Russell, Bruton-street,

tailor.

SALE OF BLACK TIN.

Sampled May 11, and sold at Redruth, on the 15th, 1838.

Mines.	Tons.	Total.	Price.	Each parcel.	Total Amount.	Purchasers.
Charlestown U. M.	12	51 12 6	6 19 10	4	1755 9 4	Trethellan.
"	14	48 17 6	6 06 9	4		Chyandour.
"	7	43 10 0	5 57 2	6		Trethellan.
"	3	34 2 6	102 7 6			
Wheal Kitty.	13	51 10 0	6 69 10	0		Trethellan.
"	12	44 15 6	5 57 0	0		Trethellan.
"	1	44 10 0	44 10 0			Trethellan.
"	1	44 10 0	22 5 0			Trethellan.
Polgooth.	164	48 5 0	7 95 2	6	884 7 6	Trethellan.
"	2	44 2 6	88 5 0			Trethellan.
Carnon.	54	60 10 0	3 32 15	0		Trethellan.
"	3	50 15 0	152 5 0			Trethellan.
"	2	46 10 0	93 0 0			Trethellan.
Wheal Budnick.	24	50 15 0	126 17 6			Trethellan.
"	24	45 0 0	103 0 0			Trethellan.
"	4	44 5 0	177 0 0			Trethellan.
"	14	35 2 6	45 18 1			Trethellan.
Foldice.	6	45 15 0	218 15 0			Trethellan.
"	24	41 2 6	102 16 3			Trethellan.
"	4	34 2 6	17 1 3			Trethellan.
St. Austell Hills.	3	50 17 6	152 12 6			Trethellan.
"	4	46 12 6	182 10 0			Trethellan.
"	1	45 5 0	43 5 0			Trethellan.
Gt. Wheal Venture.	12	54 17 6	68 11 10			Trethellan.
"	22	55 0 0	151 5 0			Trethellan.
"	2	51 2 6	38 6 10			Trethellan.
Parbola.	3	48 17 6	146 12 6			Trethellan.
	1264		£6068 3 7			

SALE OF COPPER ORES AT SWANSEA,

Sampled April 25, and sold at Swansea, May 16.

Mines.	Tons.	Produce.	Stand.	Price.	Mines.	Tons.	Produce.	Stand.	Price.
Cobre.	95	254	942	21 13	Gallynurtagh.	43	24	1634	1 8 6
ditto.	70	232	954	20 7 6	ditto.	34	24	135	2 9 6
ditto.	57	234	942	21 14	ditto.	37	28	1604	1 14 0
ditto.	39	312	934	27 1	Cronebane.	61	63	116	5 8 0
ditto.	75	252	99	20 6	ditto.	69	7	1144	5 15 6
ditto.	6	184	984	15 18	Valparaiso.	72	224	964	19 3 6
ditto.	7	28	94	21 1	ditto.	66	204	974	17 14 6
ditto.	114	362	914	31 7 6	ditto.	2	52	914	4 0 6
ditto.	9	21	914	18 2	Valparaiso.	67	224	964	19 8 6
Knockmah.	129	114	1024	9 10 6	ditto.	66	21	974	18 3 0
ditto.	91	114	104	9 6	Gallynurtagh.	55	51	1204	4 1 6
ditto.	54	92	1084	8 6	Llandidno.	33	134	1014	11 16 0
ditto.	38	95	1184	8 1	Llandidno.	23	34	158	2 11 6
ditto.	3	5	1204	3 17 6	(New Mine)	28	224	964	19 4 6
ditto.	9	112	1104	9 11	Coplaop.	27	214	108	8 0 6
ditto.	59	98	1084	7 13	Simoes Dyl.	27	214	108	8 0 6
Gallynurtagh.	43	24	1634	3 5 6	Drws-y-coed	15	91	1064	7 16 0
ditto.	76	22	146	1 19	Holme Slag.	8	54	1174	4 4 6
ditto.	51	4	1294	2 18 6					

TOTAL PRODUCE.

Cobre.....	532.	£12,239 16 6	Llandidno.....	33.....	£389 8 0
Knockmahon.....	407.....	£30 8 6	Ditto (New Mine).....	33.....	£49 16 0
Gallynurtagh.....	343.....	£34 10 0	Coplaop.....	28.....	£508 6 0
Cronebane.....	141.....	£75 18 6	Simoes Dylaan.....	27.....	£216 13 6
Valparaiso.....	140.....	£249 17 0	Drws-y-coed.....	15.....	£117 0 0
Valparaiso.....	138.....	£249 7 6	Holme Slag.....	8.....	£38 16 0
Gallygahan.....	55.....	£224 2 6			

PRICES OF SHARES

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	No. of Shares.	Amount paid up.	Price.	Value per Share.	Notes attached.
25,000	Agric. & Com. of Irel.	25	10	—	—	—
—	Australasia	40	40	71	8	Jan.
1,500,000	Bank of Canada	40	854	204	—	—
10,000	Bank of Birmingham ..	50	5	16	10	Mar.
10,000	Birmingham Bank ..	50	5	16	10	Mar.
500,000	British Linen Co.	100	100	—	—	—
3,000,000	British North Amer. Commercial	100	100	183	—	—
—	Colonial	100	25	284	—	—
3,000	Equitable Loan Co.	—	9	10	—	—
—	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow	50	50	68	—	—
10,000	Gloucestershire	50	10	—	10	Feb. Aug.
6,000	Hampshire	50	5	—	—	—
10,000	Hibernian	100	25	—	4	—
3,000	Devon & Cor. Bg. Co.	100	20	36	—	—
30,000	Lancaster & Westmins.	100	25	214	5	Mar. Aug.
3,000	Lancaster	100	20	—	4	—
25,000	Liverpool	100	10	23	6	July
60,000	London Joint Stock Co.	50	7	104	—	—
50,000	Manch. & Liver. Dis.	100	15	194	74	Mar. Oct.
20,000	Manchester	100	27	—	—	—
25,000	Monm. & Glamorg.	20	10	15	12	—
60,000	North & South Wales ..	10	10	94	6	—
5,000,000	National Scotland	—	10	13	—	—
20,000	Natl. Bank of Ireland ..	50	174	154	5	Jan. Dec.
10,000	Nat. Provincial Eng.	100	35	35	5	—
80,000	Nor.&Cent. B. of Engl.	10	10	—	5	—
10,000	North Wilts.	10	5	8	7	—
20,000	Prov. Bk. of Ireland ..	25	25	424	8	July
4,000	Droit Ne.	10	10	17	8	—
2,000,000	Royal of Scotland	—	109	—	—	—
7,000	South African	—	6	5	—	—
20,000	S. of Ireland, Cork ..	25	5	5	—	—
1,000,000	Western of Scotland ..	—	30	—	—	—
50,000	W. of Eng. & S.W. Dis.	20	124	12	—	—
20,000	Wilts and Dorset	15	74	74	5	—

GAS LIGHT AND COKE COMPANIES

9,000 Alliance	10	5	..	..
2,500 Atlas	20	16	..	13 Sept.
600 Bradford	..	..	..	10 ..
5,000 British	40	16	214	13 Nov.
5,000 Do. Provincial	20	19	224	..
925 Birmingham	50	50	98	50 Sept.
2,400 Birm. & Staffordshire	50	50	76	4 ..
600 Brentford	..	..	30	4 April
4,250 Bristol	20	20	36	2 Feb.
1,000 Do. Bristol	30	20	103	34 ..
7,70 Do. New	20	18	19	38 ..
2,471 Brighton, General	20	20	17	41 Nov.
363 Carlisle	25	..	..	..
4,000 Continental Consolidat.	75	624	90	4 Nov.
240 Canterbury	50	50	55	6 Jan.
760 Chelmsford	50	60	42	4 Dec.
1,000 Do. Chelmsford	100	100	75	8 Oct.
1,000 City of London	100	100	114	6 Dec.
1,000 Do. New	100	60	75	6 Dec.
800 Coventry	25	25	25	..
200 Derby	50	50	..	..
160 Dover	50	50	..	..
600 Dudley	20	20	184	5 ..
4,500 Edinburgh Coal Gas	25	25	..	..
Edinburgh and Glasgow	..	..	..	..
240 Exeter	50	50	..	..
1,000 Equitable	50	50	304	44 April
1,000 European	20	7	..	..
4,450 Glasgow	25	..	..	..
1,600 Greenwich Railw. Gas	..	1	..	..
1,000 Imperial	50	50	484	24 ..
1,000 Do. Ipswich	100	10	..	4 ..
200 Ipswich	100	10	..	..
800 Isle of Thanet	25	20	20	6 Oct.
3,350 Independent	30	30	49	6 Aug.
240 Leicester	50	50	..	..
750 Leith Coal Gas	20	20	..	..
500 Liverpool	242	242	310	22 ..
Do. Do. Gas and Coke	100	60	..	..
Do. (New Do.)	20	60	..	..
200 Maidstone	50	50	100	9 Feb.
1,000 Phoenix	50	39	214	3 June
579 Portsea	..	53	..	..
304 Poplar	50	50	..	..
600 Ratcliff	100	80	58	4 Sept.
480 Reading	..	15	..	..
1,000 South Metropolitan	..	..	..	24 Aug.
600 Sheffield	..	164	..	..
1,000 Shrewsbury	..	10	..	..
120 Swansea	50	50	..	..
200 United General	50	46	294	5 Jan.
240 Warwick	50	50	50	5 Jan.
480 Warrington	20	25	224	14 Jan.
750 Warrington	20	20	..	3 Dec.
1,000 Westminster Chartered	50	50	49	4 Oct.
1,000 Ditto New	50	10	94	12 ..
200 Worthing	50	50	..	5 Aug.
800 Yarmouth	..	..	..	..

DOCKS.						
3,400 Commercial	100	100	56	3	July	
8,667 East India	100	100	115	6	Sep.	
4,666 Ditto Additional	100	100	74	6	—	
1,638 East Country	100	100	74	—	—	
38,310 London	100	100	624	24	Dec.	
Ditto Bonds .....	..	..	99	—	—	
2,000 West India	100	100	109	48	Dec.	
5,209 Bristol	147	147	80	219	Dec.	
5,209 Ditto North	100	100	113	6	Nov.	
570 Folkestone Harbour .....	..	..	50	—	—	
Ditto Bonds .....	..	..	5	—	—	
1,000 Grand Collier Docks	50	1	14	—	—	
2,752 St. Katharine	100	100	100	43	Jan.	
1,000 Ditto Bonds .....	..	..	1004	48	Oct.	
1,000 Do. Bonds for 10 years .....	..	..	1004	4	Oct.	
1,000 Deptford Pier	20	3	11	—	—	
1,000 Herne Bay Pier .....	..	..	..	—	—

BRIDGES.						
60 Hammersmith	50	50	224	108	Jan	
31 Southwark w. new sub.	634	634	2	—	Dec.	
Do. Do. w. of 74 cent. sub.	50	50	14	12	Dec.	
90 Vauxhall	704	704	21	178	Dec.	
48 Waterloo	100	100	3	—	—	
90 Do. old Annuities of 81.	60	60	19	188	Feb.	

71. .. .	40
.....	..

00 Do. new do. of 71/2	40	40	174	16s 4	Feb.
00 Ditto Bonds .....	..	..	118	5	Feb.
WATER WORKS.					
00 Birmingham	25	25	21 1/2	9s	—
1 Colchester	100	100	..	..	—
3 East London	100	100	160	6	Jan.
0 Glasgow	50	50	..	..	—
0 Grand Junction	41 1/2	41 1/2	54	2 1/2	Jan.
2 Edinburgh Joint Stock	25	25	..	..	—
0 Kent	100	100	43	2	Jan.
2 Liverpool Pool	220	220	326	10	Jan.
0 New River Lond. Bricks .....	..	..	..	..	—
Water Annuities .....	..	..	59 1/2	24	Oct.
Manchester & Salford	100	30	54	1 1/2	Mar.
0 Portsmouth	50	50	..	..	—
0 Portsmouth & Faringdon	50	50	1	..	—
0 Do. New	50	50	22	1	Mar.
000 Ramsgate	10	8	10	..	—
0 Vauxhall, late So. Lond.	63 1/2	63 1/2	87	4 1/2	Oct.
2 West Middlesex	100	100	38	11 1/4	Oct.
0 York Building Co. L. F.	100	100	..	..	—
ROADS.					
33 Archw. & Kent Tn.	30	30	..	18s	1 Nov.
00 Barking	100	100	22 1/2	1 1/2	& 7
00 Commercial	100	100	75	5	& 7
30 Do. East India Dock Br.	100	100	..	..	& 7
2 Great Dover Str. ....	..	70	..	21 1/2	& 7
33 Highgate Archway .....	..	30 1/2	2	..	—
24 New North Rd. Stock	100	100	..	..	—
LITERARY INSTITUTIONS.					
Adeialde Gal. of Science	50	..	..	..	—
London, w. Bronze Tick.	75	75	20 1/2	..	—
London University	100	100	24 1/2	..	—
Russell	25	25	7 1/2	..	—
King's College	100	100	26	..	—

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[Faint handwritten notes at the bottom of the page, possibly bleed-through from the reverse side.]
